

RESOLUTION APPROVING AN AMENDMENT
TO THE FINAL PROGRAM PLAN FOR THE
NORTH MEADOWS INDUSTRIAL AND BUSINESS PROJECT

WHEREAS,

The Agency has determined that in order to continue with our economic development efforts in the Project by offering additional land for development and to continue to offer low-interest financing loans for businesses, the Final Program Plan (Plan) for the North Meadows Industrial and Business Project (Project) should be amended to extend the duration period of the Plan; and

WHEREAS,

An amendment to the Plan is required in order to implement the subject change;

NOW, THEREFORE, BE IT

RESOLVED,

That the modification to the Plan as shown below is hereby approved:

Amend Section III. B.5.c., page 9 "Description of Land Use Controls and Period of Duration", Paragraph 2, line 2, by deleting thirty (30) after the word of, and inserting forty (40).

CERTIFICATION

I, Madelyn Colon, Executive Director-Secretary of the Hartford Redevelopment Agency, do hereby certify that the above resolution was adopted at a duly called Special Meeting of the Hartford Redevelopment Agency held on April 20, 1995, and that the said resolution is contained in the minutes of said meeting on file in the Hartford Redevelopment Agency Office, 10 Prospect Street, Hartford, Connecticut.



Madelyn Colon
Executive Director-Secretary

RESOLUTION APPROVING A MODIFICATION
OF THE FINAL PROGRAM PLAN FOR THE
NORTH MEADOWS INDUSTRIAL AND BUSINESS PROJECT

WHEREAS,

The Agency has determined that the Final Program Plan (Plan) for the North Meadows Industrial and Business Project (Project) should be modified to increase the height restriction on ground or pole signs; and

WHEREAS,

By letters dated December 16, 1994 and March 9, 1995, Herb Chambers Mitsubishi/Hyundai has requested consideration be given to allow an increase in the height restriction of a ground or pole identification sign to 75 feet; and

WHEREAS,

Any increase in the height restriction cannot exceed 35 feet which is allowed in the zoning ordinance and is substantially less than the 75 feet; and

WHEREAS,

A modification to the Plan is required in order to implement the subject change;

NOW, THEREFORE, BE IT

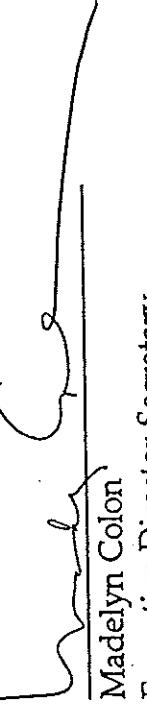
RESOLVED,

That the modification to the Plan as shown below is hereby approved:

Amend Section III D.1. "General Provisions"
a-4 Signs, Paragraph 5, line 2, by deleting 25
after the word of and inserting 35.

CERTIFICATION

I, Madelyn Colon, Executive Director-Secretary of the Hartford Redevelopment Agency, do hereby certify that the above resolution was adopted at a duly called meeting of the Hartford Redevelopment Agency held on March 16, 1995, and recessed to March 23, 1995, and that the said resolution is contained in the minutes of said meeting on file in the Hartford Redevelopment Agency Office, 10 Prospect Street, Hartford, Connecticut.



Madelyn Colon
Executive Director-Secretary

RESOLUTION AMENDING REDEVELOPMENT PLAN (PLAN)
FOR THE NORTH MEADOWS INDUSTRIAL AND BUSINESS PROJECT
TRACTS F & G

WHEREAS ,

The Hartford Redevelopment Agency (Agency) has received and reviewed a report from its Director entitled "Future of the North Meadows Project", dated November 13, 1985, containing two recommendations, one of which concerns the acquisition and use of Portions of Tract F and Tract G, shown on Map No. 8 of the Plan, the boundaries of which are more particularly shown on a map entitled "CITY OF HARTFORD DEPT. OF PUBLIC WORKS ENGINEERING ASSESSOR PROPERTY MAP, OCTOBER 1, 1984, Scale 1"=200', Page 644" (City Property Map); and

WHEREAS ,

Certain modifications to the Plan are required in order to implement the subject recommendation;

NOW, THEREFORE, BE IT

RESOLVED , That the modifications to the Plan as shown below are hereby approved:

1. Amend Section III D. 1. b-2) "Tract C" to read "Tract C, F and G".
2. Delete Sections III D. 1. "b-5)" and "b-6)".
3. Renumber "b-7) through b-11)" to read "b-5) through b-9)".
4. Change designation of "Tentatively to be Acquired" for Tract F as shown on Map No. 8 of the Plan to "To be Acquired" and modify said Map No. 8 to correspond with the City Property Map.

CERTIFICATION

I, Lawrence L. Thompson, Executive Director-Secretary of the Hartford Redevelopment Agency, do hereby certify that the above resolution was adopted at a duly called meeting of the Hartford Redevelopment Agency held on November 21, 1985, and that the said resolution is contained in the minutes of said meeting on file in the Hartford Redevelopment Agency office, 550 Main Street, Hartford, Connecticut.

Lawrence L. Thompson
Lawrence L. Thompson
Executive Director-Secretary

RESOLUTION AMENDING REDEVELOPMENT PLAN (PLAN)
FOR THE NORTH MEADOWS-INDUSTRIAL AND BUSINESS PROJECT

WHEREAS, The Hartford Redevelopment Agency passed a resolution approving a Marketing Strategy for the "Railroad Triangle" dated November 15, 1983; and

WHEREAS, A proposed revision of the Marketing Strategy would provide increased opportunities for job-intensive development;

NOW, THEREFORE, BE IT

RESOLVED, That the modifications to the Plan as shown below are hereby approved:

Amend Section III D. 1.b "Specific Provisions" by deleting paragraph one and inserting in lieu thereof the following:

"The primary and preferred uses noted below apply to each specific Tract listed. However, all uses permitted in the existing and/or proposed zone indicated for each Tract are permitted uses unless specifically prohibited."

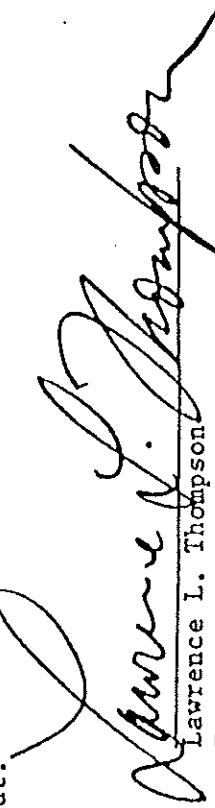
Section III D. 1.b-2 "Tract C" is hereby amended by deleting Subsection b-2 and inserting in lieu thereof the following:

"The preferred use of this Tract shall be light industrial, manufacturing or distribution facilities.

This Tract is zoned I-2, Industrial District."

CERTIFICATION

I, Lawrence L. Thompson, Executive Director-Secretary of the Hartford Redevelopment Agency, do hereby certify that the above resolution was adopted at a duly called meeting of the Hartford Redevelopment Agency held on June 19, 1985, and that the said resolution is contained in the minutes of said meeting on file in the Hartford Redevelopment Agency office, 550 Main Street, Hartford, Connecticut.


Lawrence L. Thompson
Executive Director-Secretary

FINAL PROGRAM PLAN
FOR
NORTH MEADOWS INDUSTRIAL & BUSINESS PROJECT

HARTFORD REDEVELOPMENT AGENCY
550 Main Street
Hartford, Connecticut

September 1, 1971

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FINAL PROGRAM PLAN
FOR
NORTH MEADOWS
INDUSTRIAL AND BUSINESS PROJECT

INTRODUCTION

This document constitutes the Final Program Plan for the North Meadows project area. Based on the results of surveys and studies by several consultants, this plan establishes the objectives and controls to guide future development of the area. The term Program Plan, as used here, corresponds to the plan which is legally required under Section 2 of Public Act 505. The term Agency, used in this Program Plan, refers to the Development Agency as defined under Section 3 of Public Act 760, and corresponds to the Hartford Redevelopment Agency, as authorized by resolution of the Court of Common Council.

I. OBJECTIVES OF PROGRAM

A. Statement of specific goals to be achieved The Purposes of this program for an industrial and business project in the North Meadows area are:

- 1) to encourage full development of this area for industrial and business purposes.
- 2) to transform an area of the City which is presently underutilized, ill planned and possesses less than adequate soil conditions and public improvements, into a productive district.
- 3) to provide a relocation resource for desirable industries and businesses displaced by renewal activities in other parts of the city.
- 4) to retain existing industry and business within the city, and encourage their growth.
- 5) to attract new industry and business to Hartford and thereby strengthen and increase the tax base.
- 6) to increase local employment opportunities for the city and the region.
- 7) to promote the sound and orderly development of this area by means of suitable controls.

B. Assistance to displaced businesses or disadvantaged persons

As a matter of General policy, special consideration will be given to business firms or persons displaced by development activities, with preferred status given to such displaced businesses as potential developers. (Refer to the Relocation Plan, Section IV, for more detail information on assistance to displaced businesses or disadvantaged persons.)

II. RELATION OF PLANNED PROGRAM TO

A. General Plan of Development

This Program Plan is consistent with the general plan of development for the City of Hartford. The development of the North Meadows area for industry and business has been proposed for many years, and was set forth as a goal in the General Plan of 1955. In 1956, the area was designated as a Special Industrial Zone, restricted to light industry and distribution uses. The Community Renewal Program, adopted in 1965, restated the need for a comprehensive program for development of this area. In February, 1966, a new Zoning Ordinance was adopted which designated the North Meadows area for industrial uses.

B. Regional Objectives and Interests

The Program Plan for North Meadows ties in directly with regional objectives and interests, as indicated in the proposed Plan for the Capitol Region, adopted January 23, 1965 by the Capitol Region Planning Agency. By stimulating industrial growth of Hartford, it will contribute to the employment and market resources of the region, and by concentrating industrial development in the floor of the Connecticut River Valley, it will be in keeping with the approved linear concept for the region.

C. Community Development Action Plan

The Community Development Action Plan, (CDAP) designates industrial development of the North Meadows area as one of the prime work elements of the economic development program. As the primary emphasis of the CDAP Program is on meeting

The social and economic needs of the community, as well as its physical problems, the proposed industrial and business development will implement CDAP Lots by retaining and providing more jobs in the City, thereby creating a more stable economic base for the city.

D. Other federal, state or local programs

Development of the North Meadows area will complement the urban renewal programs for the north side of Hartford and the Model Cities program by increasing job opportunities. It is anticipated that more than 5,000 additional jobs will be provided as a result of the North Meadows development. This will mean additional employment opportunities for local residents in the South Arsenal, North Arsenal, Barbour-Charlotte, Clay Hill, and Garden-Northeast redevelopment, project areas. The proposed U.S. regional post office facility, to be located just off a new connector between Main Street and Incinerator Road, will provide jobs for several hundred more persons. There is also a direct relationship between plans for development of North Meadows and proposed improvements to the interstate highway system in the Hartford area, under state and federal auspices. Local and state plans for changes in the street system as related to I-91 have been closely coordinated to insure compatibility, and an underlying assumption of this Program Plan is that the widening of I-91 will proceed essentially as planned.

III. DESCRIPTION OF ACTIVITY

A. Legal description of land within Project Area

1. General Boundary Description

The Project area is generally bounded as follows: on the north side by the northerly boundary of the North Meadows Dike, approximately parallel to Meadow Brook; on the east by the easterly boundary of the North Meadows Dike, approximately parallel to the Connecticut River; on the south by a line 33 feet north and parallel to the monumented centerline of the track of the Willimantic Branch of the Penn Central Railroad; on the west by a line 33 feet east and parallel to the monumented centerline of the track of the Valley Branch of the Penn Central Railroad and 33 feet east and parallel to the monumented centerline of the main line of the Springfield Branch of the Penn Central Railroad.

Refer to the enclosed locality map showing the area and its relation to the community. Refer to the enclosed boundary description map dated February, 1970 for an indication of the boundaries as defined for the purposes of the bond ordinance.

2. Detailed Boundary Description

Beginning at the point of intersection of the straight line easterly extension of the north street line of Incinerator Road (Bearing S 61°-39'29" E) and a line one-hundred and fifty and 00/100 (150.0C) feet easterly from and concentric with the centerline of the North Meadows Dike:

thence southerly on a curve to the right (Radius 2235.20 feet; central angle $12^{\circ}32'23''$), the tangent of which makes an interior angle of $89^{\circ}14'37''$ with the aforesaid north street line extension of Incinerator Road, an arc distance of four-hundred and eighty-nine and 19/100 (489.19) feet to a point of tangency; said curved line being concentric with and one-hundred and fifty and 00/100 (150.00) feet eastward from the centerline of the North Meadows Dike;

thence southerly, parallel to and one-hundred and fifty and 00/100 (150.00) feet easterly from said Centerline, tangent to the last described course, on a bearing of S $41^{\circ}37'17''$ W seven-hundred and fifteen and 06/100 (715.06) to a point of curvature;

thence southerly on a curve to the right (Radius 5874.42 feet; central angle $10^{\circ}50'00''$), concentric with and one-hundred and fifty and 00/100 (150.00) feet from said Centerline, tangent to the last described course, an arc distance of one thousand and 06/100 (1076.54) feet to a point of tangency;

thence southwesterly, parallel to and one-hundred and fifty and 00/100 (150.00) feet southeasterly from said Centerline, tangent to the last described course, on a bearing of S $52^{\circ}07'17''$ E eleven hundred and seventy-five and 76/100 (1175.76) feet to a point, said point being thirty-three and 00/100 (33.00) feet north-easterly from the monumented centerline of the Penn Central Company, Willimantic Branch Line; thence westerly, parallel to and thirty-three and 00/100 (33.00) feet northeasterly from said Centerline, on a bearing of N $45^{\circ}12'58''$ W one-hundred and twelve and 05/100 (112.05) feet to a point of curvature;

thence westerly on a curve to the left (Radius 1588.81 feet; central angle $28^{\circ}04'00''$) with and thirty-three and 00/100 (33.00) feet northerly from said Centerline, having a mutual distance of seven-hundred and seventy-eight and 29/100 (778.29) feet to a point of compound curvature;

thence westerly on a curve to the left (Radius 1502.30 feet; central angle $19^{\circ}30'00''$), concentric with and thirty-three and 00/100 (33.00) feet northerly from said Centerline, having a mutual distance of five-hundred and eleven and 33/100 (511.33) feet to a point of compound curvature;

thence westerly on a curve to the left (Radius 1567.98 feet; central angle $33^{\circ}36'00''$), concentric with and thirty-three and 00/100 (33.00) feet northerly from said Centerline, having a mutual distance of nine-hundred and nineteen and 51/100 (919.51) feet to a point of tangency;

thence southerly, parallel to and thirty-three and 00/100 (33.00) feet northwesterly from said Centerline, tangent to the last described course,

- on a bearing of S $53^{\circ} - 37' - 02''$ W nine-hundred and sixty-five and 99/100 ($57^{\circ} 57.99'$) feet to a point;
- thence Northerly on a bearing of N $9^{\circ} - 14' - 43''$ W Fourteen hundred and four and 48/100 ($4404.48'$) feet to a point, said point being thirty-three and 00/100 ($33.00'$) feet easterly from the monumented center line of the Penn Central Company;
- thence northerly, parallel to and thirty-three and 00/100 feet easterly from said Centerline, on a bearing of N $15^{\circ} - 59' - 33''$ E thirteen-hundred and thirty-eight and 41/100 ($1338.41'$) feet to a point of curvature;
- thence northerly on a curve to the right (Radius 6842.3 feet; central angle $2^{\circ} - 51' - 00''$) concentric with and thirty-three and 00/100 ($33.00'$) feet easterly from said Centerline, tangent to the last described course, an arc distance of three-hundred and forty and 36/100 ($340.36'$) feet to a point of compound curvature;
- thence northerly on a curve to the right (Radius 12,699.42 feet; central angle $4^{\circ} - 36' - 45''$) concentric with and thirty-three and 00/100 ($33.00'$) feet easterly from said Centerline, having a mutual tangent with the last described course, an arc distance of one thousand and twenty-four and 50/100 (31.100) feet to a point of tangency;
- thence northerly on a curve to the right (Radius 5,754. feet; central angle $14^{\circ} - 11' - 00''$), concentric with and thirty-three and 00/100 ($33.00'$) feet easterly from said Centerline, tangent to the last described course, an arc distance of fourteen-hundred and twenty-four and 50/100 (1424.50) feet to a point of curvature;
- thence northerly, parallel to and thirty-three and 00/1 ($33.00'$) feet easterly from said Centerline, tangent to the last described course, on a bearing of N $37^{\circ} - 38' - 18''$ E eight-hundred and one and 16/100 (801.16) feet to a point of curvature;
- thence northerly on a curve to the left (Radius 5762.65 feet; central angle $10^{\circ} - 46' - 30''$), concentric with and thirty-three and 00/100 ($33.00'$) feet easterly from said Centerline, tangent to the last described course, an arc distance of one thousand and eighty three and 72/100 ($1083.72'$) feet to a point of tangency;
- thence northerly, parallel to and thirty-three and 00/1 ($33.00'$) feet easterly from said Centerline, tangent to the last described course, on a bearing of N $26^{\circ} - 51' - 48''$ E three thousand and twenty-six and 34/100 (3026.34) feet to a point, said point being one-hundred and fifty and 00/100 ($150.00'$) northerly from the centerline of the North Meadow Dike (measured at right angles to said Pike Centerline);

thence southeasterly, parallel to and one-hundred and fifty and 00/100 (150.00) feet northeasterly from said Centerline, on a bearing of S $63^{\circ}08'12''$ E thirteen hundred and thirty-six and 73/100 (1336.7. feet to a point of curvature;

thence southeasterly on a curve to the right (Radius 1105.37 feet; central angle $56^{\circ}30'29''$), concentric with and one-hundred and fifty and 00/100 (150.00) feet northeasterly from said Centerline, tangent to the last described course, distance of one thousand and ninety and 17/100 (1090.17) feet to a point of tangency;

thence southerly, parallel to and one-hundred and fifty and 00/100 (150.00) feet easterly from said centerline, tangent to the last described course, on a bearing of S $6^{\circ}37'43''$ E twenty-five hundred and thirty-four and 02/100 (2534.02) feet to a point of curvature;

thence southerly, on a curve to the right (Radius 2232.86 feet; central angle $16^{\circ}30'00''$), concentric with and one-hundred and fifty and 00/100 (150.00) feet easterly from said Centerline, tangent to the last described course, an arc distance of seven-hundred and forty-three and 02/100 (643.02) feet to a point of tangency;

thence southerly, parallel to and one-hundred and fifty and 00/100 (150.00) feet easterly from said Centerline, tangent to the last described course, on a bearing of S $9^{\circ}52'17''$ W thirteen-hundred and eighty-nine and 28/100 (1389.28) feet to a point of curvature;

thence southerly on a curve to the right (Radius 2235.20 feet; central angle $19^{\circ}12'37''$), concentric with and one-hundred and fifty and 00/100 (150.00) feet easterly from said Centerline, tangent to the last described course, an arc distance of seven-hundred and forty-nine and 43/100 (749.43) feet to the point of beginning.

The above described Project Boundary encompasses 774.55 acres. The graphic presentation of the above description is contained on a map titled "North Meadows" prepared by Davis and Howes, Scale 1" = 200', dated February, 1970.

B. Description of proposals for assembly improvement and disposition of land in Project Area

1. Proposals for acquisition and policy on condemnation
The real property to be acquired for the purposes of development shall be acquired by purchase or gift with the approval of the Court of Common Council of the City of Hartford and by the exercise of the power of eminent domain granted to the Agency under Chapter 132 of the Connecticut General Statutes.

The Policy of the Agency with regard to condemnation proceedings will be to:

- a) Make every reasonable effort to acquire each property by negotiated purchase before instituting eminent domain proceedings against the property.
- b) Not require any owner to surrender the right to possession of his property until the Agency pays, or causes to be paid, to the owner the agreed purchase price arrived at by negotiation; or not less

than 75% of the appraised fair value, as approved by the Agency, in any case where only the amount of payment to the Owner is in dispute.

- c) Not require any person lawfully occupying property to surrender possession without at least 90 days written notice of the date on which possession will be required.

2. Description of site improvements, such as streets, drainage, grading and utilities

The major physical improvement in the area will be the widening of I-91 to accommodate four lanes of traffic in each direction. This will be accompanied by a number of related street changes. There will be a new connector from Incinerator Road to Main Street with an interchange at I-91. East and West Service Roads will be relocated to provide access to the interior of the site and to avoid conflict with the proposed new interchange. The railroad crossing at grade on Fishfry Street will be eliminated. Weston Street will be realigned and eventually connected with Market Street.

(Refer to the street and highway changes map attached to the rear of this Program Plan.) Fill and rough grading will be provided as public site improvements for those areas where it is essential for proper access, drainage or development of building sites. Where site conditions permit reasonable private development, each developer shall have the option of providing the necessary fill, site grading and site preparation at his own expense, with appropriate adjustment in disposition price of land, subject to agreement with the Agency. New site grades shall generally conform to the slope and drainage patterns in the report entitled Landscape Development Analysis, North Meadows Project, prepared by Johnson and Dee, Landscape Architects.

Major improvements of the site utilities will be associated with the changes in the street system. The storm and sanitary facilities for the area will be installed in conjunction with the construction of new streets. The provision of new water mains will also be coordinated with the new street work. All new telephone lines and related equipment will be located underground. Electric lines will be relocated with underground distribution in areas of high visibility. New underground gas mains will be extended to serve the entire project area. (Refer to the attached maps for a more detailed indication of the work being proposed for each utility.)

3. Description of access facilities and other easements to and from Project Area

There is convenient access to the area by both highway and rail and access will be improved by the new Main St.-Incinerator Road connector, so there is no need for any special provisions for access facilities. Rail service on the west side of the project was a subject of special study by consulting engineers. The rail connection between the Willimantic and Springfield lines is proposed for relocation in order to increase the land area available for development purposes.

With regard to easements, the locations of proposed utility easements are indicated on the map for each particular service. The major easements required will be for continuation of services in Fishfiry Street, west of Weston Street, and for access to the gas main serving Windsor, along the west side of the dike.

4. Statement of relationship of access facilities and other easements to planned program

The consultant engineer on rail service investigated the relationship of rail access facilities to proposed development of the project area, including location of sidings and required regrading. A large area in the southwest sector is being suggested for regional warehouse and wholesale distribution facilities, and will have the potential for direct rail service.

The easements indicated are necessary in order to retain services outside the project area; i.e. D.C. Water supply for East Hartford and the Connecticut Natural Gas main for Windsor.

(Refer to the map showing tentative street changes for the proposed street system, including easements.)

5. Land disposition program and policies

a. Statement as to sale by bid or negotiation
After clearance and preparation of the real property acquired for development, the Agency will sell such property to a developer or developers on the basis of fair value of such property for the uses specified in the final Program Plan. In the Agency's determination of the fair value, it shall evaluate the findings of the appraisers and the marketability studies made by competent independent persons employed by the Agency under contract. The property will be sold in such parcels as the Agency determines will best serve to realize desirable development of the Project Area. The Agency will publicly announce its intention to negotiate with interested persons, firms or corporations to purchase or lease for development the real property acquired, or any part thereof, for the purposes designated by the Agency in this Plan. The Agency, at its discretion, may give preference to persons, firms or corporations who have been displaced by governmental action (local, state, or federal) from locations within the City of Hartford, if such persons, firms or corporations qualify as suitable developer. The Agency shall review the right to determine the best proposal submitted with regard to the disposal of any particular disposition tract or parcel. No offer or proposal shall be accepted until the Agency is assured of the financial competence of the prospective developer to carry out such proposal.

The sale of the real property within the project area shall be conditional upon the development plan for the property and shall be subject to all other pertinent conditions and restrictions. To assure proper development, developers shall be required to submit plans and other information in such detail as shall be required by the Agency for approval. The developers selected will be required to work in close cooperation with the Agency staff, and will be obliged to develop the area according to the approved designer.

Each developer of individual tracts shall be expected to commence construction within twelve (12) to eighteen (18) months from the date of selection or in any event within ninety (90) days after the conveyance of the cleared land in the Project Area.

However, the Agency may decide, as a matter of marketing strategy, to have an agreement with one or more private developers for the purpose of sale, lease and/or development of disposition tracts, according to a phased program. In the event of any such arrangement with a private developer, the schedule of disposition with a private program shall be determined by the conditions of the agreement between the Agency and the developer in order to control land speculation.

Any contract for sale or lease shall be approved by the Hartford Court of Common Council before its final approval by the Agency.

b. Statement of design controls

All land sold to developers or retained for public or private use shall be subject to the design controls in this Program Plan under Section III D. These controls are in addition to the "Hartford Zoning Ordinance" and the Basic Building Code of the State of Connecticut, and are based on requirements deemed necessary in the interest of public health, safety, welfare and general welfare, and in accordance with the local objectives and the General Plan.

c. Description of land use controls and period of duration

The development of all reuse parcels within the Project Area shall be in accordance with the "Hartford Zoning Ordinance", adopted February 26, 1968, as amended, the Basic Building Code of the State of Connecticut as amended, and this final Program Plan for the Project Area. The most restrictive provision with respect to any particular matter shall prevail.

The land use controls, stated in this Plan, shall be in full force for a period of thirty (30) years commencing on the date of approval of the Plan by the Court of Common Council.

6. Maps

a) Property Map

A set of property maps has been prepared by the Agency and is available for reference.

b) A Disposition Map will be prepared by the Agency and copies will be available to potential developers.

c. Description of present condition and uses of land in Project Area

This description of existing land use is essentially the same as noted in the preliminary Program Plan and is repeated here below for the sake of completeness of this document. The only significant changes are the construction of several new commercial buildings which are shown on the building coverage map attached to the rear of this plan.

The Project Area consists of approximately 775 acres, of which some 300 acres are owned by the City.

The North Meadows area is divided into two parts by I-91, an easterly and westerly section. Most of the City land is located in the easterly section and includes the new public works yard, plus the incinerator, city dump, and storm drainage reservoir areas. A major part of this City land is

undeveloped and used at present for solid waste, excavation material and incinerator ash disposal. Private development in the eastern section consists mainly of several small commercial buildings, two auto junk yards and a steel tank storage yard. In general, the easterly section lacks proper storm drainage, water, sewers, roads and other utilities. The westerly section is somewhat more developed with a number of commercial, wholesale and light industrial facilities toward the northern end and a national chain motel-restaurant three gas stations, several small commercial buildings and a new office facility for the Southern New England Telephone Company, in the southern end. The acreage between is relatively undeveloped, with a drive-in theatre, construction equipment storage yard, auto junk yard and large areas of open land.

Large land areas on both sides of I-91 are also characterized by obsolete subdivision patterns with narrow "paper" streets, and 25 x 150 feet lots, now under scattered ownership. Empty deteriorating sheds and outbuildings, burned out shacks, rotting fences and obliterated signs are typical in these areas, reflecting abandoned uses.

(Refer to attachment 'B' for a more detailed breakdown of existing land uses.)

1. Description of adjacent land

The area immediately east of the Project Area is low meadowland lying between the dike and the Connecticut River. This area is subject to periodic flooding and is within the flood plain district, as shown on the Zoning Ordinance District Map.

Just south of the Project Area and east of the highway is Riverside Park, which is also subject to flooding each spring. Directly south of the Project Area and west of I-91 is part of the Penn Central freight yard.

The Penn Central Railroad also occupies the land immediately west of the Project Area. A variety of commercial and industrial properties back up to the railroad, forming the western border of the Project Area.

The land north of the Project Area consists mainly of a large flood plain or meadow, used for agricultural purposes.

2. Maps

a) Land Use Maps

A land use map showing existing uses is attached to the rear of this Plan.

b) Topographical Map

A topographical map of the Project Area is available and will be submitted with this Program Plan as part of the application to the State.

D. Description of types and locations of land uses proposed for Project Area, including permitted uses and controls

The development of properties in the Project Area will be subject to the design and land use controls indicated in this section of the Program Plan. In addition to these controls, all development proposals must still conform to the following:

- 1) City of Hartford Zoning Ordinance, adopted February 26, 1965 (as amended).

2) Basic Building Code, State of Connecticut (as amended)

The most restrictive Provision of any of the above documents pertaining to the specific point at issue shall govern.

1. Land use and Development Controls

The controls which regulate development within the entire Project Area are referred to as "General Provisions"; the controls governing development within tracts or sub-tracts are designated as "Specific Provisions."

a. General Provisions
a-1) Definition of terms

Terms relating to land use and building shall be as defined in the Zoning Ordinance and Basic Building Codes.

a-2) Off-Street Parking

Every parcel in separate ownership shall be provided with sufficient area for off-street parking to meet the needs of the buildings being served. Such parking area may be located within the side or rear yard, or within, beneath, or on top of a building, or parking structure within reasonable walking distance. Off-street parking areas shall be developed according to the following standards:

1. All surface parking areas including maneuvering lanes and driveways shall be suitably paved with a hard, dustless, weather resistant surface, with adequate drainage and curbing.
2. Driveways shall be designed to provide safe and convenient access to parking areas. Driveway entrances or exits shall be located at least 75 feet from any street intersection.
3. All parking areas shall be adequately lighted.
4. The number of parking spaces required shall be based upon the number of persons employed on the premises, the number of users anticipated, and the type of use. The specific number of parking spaces shall be determined by reference to the Zoning Ordinance, Sections 38.4, 38.5, & 38.6, for the particular use being proposed.
5. No part of any parking area shall be located closer than ten (10) feet to any principal building. The spaces between parking areas and buildings shall be appropriately developed with landscaping and walks. The land surrounding parking areas shall be suitably landscaped. Large surface parking areas (for more than thirty cars) shall be subdivided by means of landscaped median strips or islands.

The above standards shall apply to all properties within the Project Area. Owners of existing buildings to remain shall be required to bring their properties

into conformance with these standards. The Agency shall reserve the right to determine the feasibility of such property improvements.

a-3 Off-Street Loading

Every tract or parcel involving the receipt or distribution of materials shall be provided with off-street loading facilities, as indicated in Section 38.6.18 of the Zoning Ordinance.

All off-street loading areas shall be suitably paved, drained, and lighted. Loading areas shall be located to the rear of buildings, wherever possible, and screened off by use of walls, fences or landscape materials.

There shall be adequate space provided for maneuvering trucks and trailers with minimum interference of public use of streets. Driveway entrances and exits shall be located at a safe distance from street intersections or at least seventy-five (75) feet away.

a-4) Signs

The only signs, other than temporary or directional signs, permitted in the project area shall be those identifying organizations, services or activities conducted on the cultural premises where the sign is located. Outdoor advertising signs, billboards, roof-top signs and supporting structures shall not be permitted. All signs shall be legible, simple and attractive in appearance.

The primary function of signs shall be for the purpose of information rather than distraction and shall not adversely affect the visual environment. Flashing signs shall not be permitted.

The general intent is to avoid the excessively commercial appearance characteristic of many highway-related developments. In order to achieve this objective, the Agency shall require all developers to submit detailed plans or shop drawings of proposed signs for approval prior to construction.

Signs located on buildings shall be limited in area, not to exceed 1½ sq.ft. per lineal foot of the facade on which the sign is affixed. The number of such signs shall be limited to not more than one sign per building or separate business activity. Signs shall not be painted, plastered or papered directly onto building walls.

No ground or pole sign shall exceed a height of 25 feet above grade at the sign location. There shall be no more than one pole sign per business activity.

Temporary signs shall not exceed 50 sq.ft. in area and shall be removed promptly or within one week after the activity designated has ceased.

Existing signs in the Project Area which do not conform to the above requirements shall be removed or modified at the owner's expense, if deemed necessary by the Agency to assure a compatible visual environment in the Project Area. Such sign modifications shall be subject to the same submission and review procedures as proposals from developers.

a-5) Landscape

All land not built upon shall be landscaped with appropriate natural materials. Existing trees shall be retained whenever feasible. Developers shall submit site plans indicating all existing trees over 6 inches in diameter and whether scheduled for retention or removal, as part of their design proposals. Site plans shall also show proposed planting and paving materials, drainage and site utilities, and typical details.

The Agency shall reserve the right to require any developer or his architect to consult or associate with a landscape architect in preparation of the necessary site plans. In the case of existing property owners, the Agency may require the owner(s) to engage the professional services of a landscape architect and make recommended site improvements, to bring the property into conformance with these controls.

Site plans for individual properties shall take into account relationships to adjacent properties. The spaces between buildings shall be carefully designed so as to enhance the total environment.

Stone or masonry walls may be constructed to prevent erosion, protect embankments, define property lines or improve premises. The use of wire-mesh, cyclone, barbed wire and similar types of fences should be avoided, except where necessary to secure areas which would otherwise be hazardous. Plans for all fencing shall be submitted to the Agency for review and approval.

Artificial changes in topography or use of berms may be employed as a means to create visual interest on flat terrain. Unsightly areas such as service and transformer yards, outdoor storage and waste disposal areas shall be screened off by means of trees, shrubs, walls, fences or changes in land form.

a-6) Temporary Structures

No temporary building or structure other than a contractor's office or storage shed used in conjunction with on-site construction shall be permitted on any tract or lot within the Project Area.

Existing temporary structures or sheds which do not fall into the above category shall be removed at the expense of the property owner.

a-7) Interim Uses
The Agency may permit interim uses such as surface parking or other uses deemed desirable by the Agency as a community benefit if it is determined that such use will not impede development of the Project Area.

a-8) Noxious, Hazardous and Excluded Uses

Uses which are offensive by reason of emission of excessive noise, dust, smoke, fumes, odors, vibration or glare shall not be permitted in the Project Area, except that activities required in the public interest or for public services, such as solid waste disposal, will not be restricted by this limitation. Examples of such noxious excluded uses are stockyards, abattoirs, glue manufacture, fat rendering, manufacture of malodorous or poisonous chemicals, paper manufacture, rubber manufacture and reprocessing, scrap metal processing, or similar activities.

Uses which would result in unsafe or hazardous conditions shall also be excluded from the Project Area. Examples of such hazardous excluded uses are manufacture of explosives, fuel storage tank yards, oil refineries or fuel processing plants, and similar activities.

In any event, the burden of proof that a proposed use will not be noxious or hazardous shall be placed on the developer.

The Agency shall reserve the right to determine whether any proposal falls into the categories of noxious or hazardous uses and should be excluded for that reason. Where reasonable doubt exists as to the character of the intended use, the Agency will seek the guidance of other City departments and agencies, or any other public or private body which might affect the decision of the Agency.

a-9) Outdoor Storage

Private outdoor storage will be limited primarily to temporary storage of goods or products waiting for shipment or handling after delivery.

The only exceptions permitted will be for business activities which require a certain amount of outdoor storage as a normal part of their operations, such as lumber yards, contractors storage, building material suppliers, utility maintenance yards, and similar uses. In all cases, outdoor storage yards shall be organized and maintained in an orderly manner, so as to reduce fire or health hazards. Outdoor

storage of poisonous, corrosive, malodorous, combustible or hazardous materials, such as sulfur, coke, coal, or similar products, shall not be permitted, except for storage of materials used for maintenance of public roads and highways.

a-10) Junkyards

Motor vehicle junkyards shall not be permitted anywhere within the project boundaries. Existing junkyards shall be removed to eliminate non-conforming undesirable uses.

Other similar types of operations, such as salvage, scavenger and wrecking company yards shall not be permitted in the Project Area, except for those activities which are necessary in conjunction with public sanitary waste disposal and are operated under agreement with the Department of Public Works.

a-11) Lot area, frontage and setback requirements

a. Lot area and frontage

Every lot or parcel of land shall have a minimum frontage of 100 feet on a public street or private drive, and a minimum area of 20,000 sq. ft.

b. Front Yard

All new buildings must be set back a minimum of 20 feet from the street lines, except that a 15 foot set back will apply on new Weston Street. For corner lots fronting on more than one street, the setback shall apply to the major street, as defined by the Agency. All front yards shall be appropriately landscaped. In the case of existing structures to remain, not less than one-third of the front yard area shall be landscaped with use of suitable plant materials and ground cover.

c. Side and rear yards

All new buildings must be set back a minimum of 15 feet from side or rear lot lines, except that when a railroad siding is immediately adjacent to the rear lot lines, this minimum shall not apply. In the case of existing structures, the Agency shall determine whether compliance with these requirements is applicable, and whether modification of property boundaries is necessary.

a-12) Lot occupancy and floor-area-ratio requirements

The maximum permitted lot occupancy, or area covered by structures, shall not exceed 50% of the lot area.

The floor-area-ratio (F.A.R.) for all non-residential structures shall not exceed a factor of 1.0, except that the Agency shall reserve the right to waive this restriction in the case of multi-story structures intended primarily for office purposes, provided that sufficient evidence and information is submitted, particularly with regard to soil and foundation conditions, to satisfy the Agency that any such structure can be built safely, economically and without jeopardizing or adversely affecting development of adjacent sites.

a-13) Anti-pollution Controls

a. Air Pollution

There shall be no outside burning by either public or private owners, with the exception of demonstrations conducted by the Fire Dept. for training purposes, or temporary land clearing operations.

There shall be no burning of waste materials unless carried out in a properly designed incinerator as approved in accordance with the Air Pollution Control Regulations of the State of Connecticut.

The emission from incinerators shall conform to the regulations of the Department of Environmental Protection.

b. Water Pollution

There shall be complete separation of storm drainage and sanitary wastes, for every proposed development within the Project Area.

Owners of properties used for industrial purposes may be required to provide preliminary treatment of waste material prior to discharge into the sanitary system, if deemed necessary by the Agency, the Metropolitan District or the Department of Environmental Protection.

a-14) Landfill and Excavation Controls

No dumping shall be allowed in the Project Area, except in areas designated for that purpose in connection with refuse disposal or sanitary landfill operations, or where necessary as part of related building or site construction activities. All landfill on development sites shall be clear. Material free from garbage or any other organic waste which would result in unsanitary or unhealthy conditions.

Excavation shall be limited to related construction work. No site shall be used as a private commercial source of gravel, sand, clay or loam, or for similar open pit operations, except on a temporary basis in conjunction with actual ~~on~~-site construction needs. Temporary borrow pits shall be restored to natural grade upon completion of construction.

a-15)

Design Submissions

Individual sites shall be developed in accordance with designs submitted to and approved by the Agency.

Sites in excess of ten acres may be considered for Planned Area Development, subject to approval by the Agency and the Court of Common Council acting upon the recommendations of the Commission on the City Plan.

The Agency shall review and approve or disapprove any design submission within a reasonable period of time. The selection of developer for each site shall be based on the design submission and the economic capability and experience of the developer. Every prospective developer shall submit site and building plans and specifications sufficient to demonstrate the developer's intentions for the site in question.

All building and preliminary site plans shall be prepared by a registered architect and shall be in keeping with the highest professional standards.

Design submissions for new structures, shall be presented in two stages: preliminary and final designs. The Agency review and approval will be based on the preliminary design. The final design submission may be waived by the Agency, at its discretion, in the case of additions or alterations to existing structures, or site modifications.

The preliminary design shall include the following:

- 1) Site Plans - showing existing and proposed contours, site drainage, site utilities, building locations, landscaping, existing and new trees, parking and off-street loading areas, walks, lighting, etc. Suggested scale: 1" - 50'
- 2) Building Plan, Elevations and Sections - including plans for all floor levels; general layout of interior spaces; elevations of all exterior facades; indicating heights, materials,

finishes and signs; typical building and wall sections showing nature of construction. Suggested scales:
Floor plans: 1/16 c., 1/8" = 1'-0"
Elevations: 1/8" or 1/4" = 1'-0"
Building Sections: 1/4" = 1'-0"
Wall Sections: 3/4" = 1/0"

3) Outline Specifications noting

materials of construction, including paving and landscaping, size and species of plant materials, as well as building materials.

The final design stage shall consist of

- 1) One set of prints of the final working drawings - including landscape, structural, heating and ventilating, plumbing and electrical drawings, in addition to complete architectural drawings.

- 2) One bound copy of the final specifications

plus copies of the usual contract documents, signed and sealed by the parties involved; owner, architect and contractor.

The Agency may request submission of supplementary material such as models, perspective sketches, renderings, explanatory data or other material which is deemed necessary to adequately explain any developer's proposal. The Agency may also request the submission of progress prints prior to completion of final working drawings.

The Agency will reserve the right to make use of any submitted material for educational or promotional purposes.

Some of the criteria for evaluation of design submissions will be:

- 1) highest, best and appropriate use of land;
- 2) functional and attractive building design;
- 3) good site relationships between structures;
- 4) development of outdoor spaces; attractive landscaping and site planning.

The general intent is to achieve a high quality total development of the Project Area with individually excellent buildings of contemporary design.

With regard to land use, the uses being proposed conform generally to the existing zoning pattern, with most of the Project Area designated for medium industrial use, with a smaller area along I-91 set aside for highway-related commercial purposes, and with heavy industrial uses restricted to the northeast section of the site corresponding roughly to the city dump and incinerator area. (Refer to

the proposed development plan map for a more detailed indication of specific uses.)

b. Specific Provisions

The provisions noted below apply only to the specific tracts indicated. The preferred uses noted below for each tract are intended as guides or recommendations rather than as restrictions, and proposals need not be limited to the specific uses noted below. However, there should be reasonable observance of the statements on general intent and primary use for each tract. All must conform to the permitted use.

b-1) Tracts A & B

The primary use of these tracts shall be for manufacturing, rehousing or wholesale distribution facilities, with special consideration for uses which would be related to or derive advantage from a location adjacent to the proposed regional post office distribution center.

The proposed zoning for Tracts A & B is I-2, Intermediate Industry District.

The preferred uses shall be for:

- 1) Printing, publishing and allied industry and business, such as wholesale paper distributors, but not including paper manufacture.
- 2) Display rooms and offices for business office and data processing equipment manufacturers.
- 3) Wholesale distributors, with related office space.
- 4) Storage warehouses, with related office space.
- 5) Multi-tenant warehouse facility, with related office space.
- 6) Public institutional use.

b-2) Tract C

The primary use of this tract shall be for major warehousing or distribution facilities with special consideration for those uses which could derive advantage from a location with access to railroad sidings.

This tract is to be zone I-2, Intermediate Industry District.

The preferred uses shall be for:

- 1) Major warehouse facilities, such as those serving department or chain store operations
- 2) Multi-tenant warehouse facility with related office space.

- 3) Private utility company storage or operational facilities.

b-3) Tract D

The primary use of this tract shall be for expansion of adjacent existing facilities or related functions.

This tract is to be zoned I-2, Intermediate Industry District

The preferred uses shall be for:

- 1) Private utility company storage or operational facilities.
- 2) Business service uses, such as data processing, printing or duplicating services, etc.
- 3) Contract construction services, such as building equipment and materials storage.

b-4) Tract E & I

The primary use of these tracts shall be for highway related commercial activities

The general intent is to minimize or exclude those commercial uses which would be highly competitive with established retail firms in the central business district. Examples of such excluded uses would be department stores, discount general merchandise stores, specialty clothing stores and similar establishments. The Agency shall reserve the right to determine whether any proposed use is desirable and appropriate or whether it falls within the excluded category. In uncertain or questionable cases the Agency shall consult with other City departments, agencies or private bodies with regard to the appropriateness of any particular proposed use.

The preferred type of development shall be that which combines several of the uses listed below into an integrated plan for each tract with related functions and structures forming a unified complex. Planned area development may be used to achieve this purpose.

These tracts are to be zoned C-1, Commercial, Wholesale District, in order to permit maximum flexibility with regard to highway related Commercial uses.

The preferred uses shall be for:

- 1) Restaurant, inn, coffee shop or similar dining facilities;
- 2) Motel, motor inn, or similar accommodations;

- 3) Drive-in bank;
- 4) Personal service facilities, such as self-service laundry, dry cleaner, etc.
- 5) Motor vehicle &/or gasoline service station (subject to the conditions listed under Section 38.7.20 of the Zoning Ordinance);
- 6) Motor vehicle retail sales -- new and used cars; automotive accessories retail sales;
- 7) Marine craft and accessories retail sales;
- 8) Amusement, entertainment, cultural and public assembly facilities, such as legitimate or motion picture theaters.

b-5) Tract F

The primary use of this tract shall be for commercial facilities similar or related to existing business uses located in the same tract.

This tract is to be zoned I-2, Intermediate Industrial District, and C-1, Commercial - Wholesale District.

The preferred uses shall be for:

- 1) Motor vehicle retail sales -- new and used cars; automotive accessories retail sales;
- 2) Printing, publishing and duplicating services;
- 3) Business service uses;
- 4) Repair services (automotive)

b-6) Tract G

The primary use of this tract shall be for commercial or light industrial facilities compatible with existing uses in the area.

The proposed zoning for Tract G is I-2, Intermediate Industry District.

The preferred uses shall be for:

- 1) Wholesale trade facilities, storage warehouse with related office space, regional offices for national firms, etc;
- 2) Commercial printing, business forms manufacturing, book publishing and related printing trade services;

- 3) Manufacture of small appliances or scientific, engineering and research instruments;
- 4) Research laboratories, material testing services, etc.;
- 5) Pharmaceutical manufacture.

b-7) Tract H

The primary use of this tract shall be for light industry, small product manufacture, machine shops, small wholesale distribution facilities and similar activities, with special consideration for uses which would derive advantage from a location with frontage on or visibility from I-91.

The proposed zoning for Tract H is I-2, Intermediate Industrial District.

The preferred uses shall be for:

- 1) Manufacture of small appliances or scientific engineering and research instruments.
- 2) Research laboratories, material testing services, etc.;
- 3) Regional office and warehouse facilities for national firms;
- 4) Beverage bottling and canning;
- 5) Pharmaceutical manufacture.

b-8) Tract J

This tract, which includes the storm drainage reservoir and adjacent area, shall be reserved for future development as a public recreational facility.

The proposed zoning for Tract J is P -- Public Property District.

The general intent is to retain the existing use of the area as a storm drainage reservoir and to improve the physical appearance and usefulness of the shoreline and surrounding site with the addition of picnic areas, parking space, foot paths, landscaping and similar site improvements.

The permitted uses shall be restricted to those indicated in the Zoning Ordinance for the P district except that firing ranges shall not be allowed, as incompatible with the intended development and recreational potential of the area.

b-9) Tract K

The primary use of this tract shall be for one or more major manufacturing,

warehousing or wholesale distribution facilities, with special consideration for such uses which would derive advantage from a large unified site area with convenient access from I-91.

The proposed zoning for Tract K is I-2, Intermediate Industry District.

The preferred uses shall be for:

- 1) Product manufacturing, such as business machines, data processing equipment, electrical or electronic equipment, research or laboratory equipment, or similar manufacturing uses compatible with or complementary to existing business and industry in the Hartford area.
- 2) Major warehouse facility, such as that serving department or chain store operations.
- 3) Private utility company facilities, excluding fuel storage tanks.

b-10)

Tract L

This tract, which includes the public works yard, incinerator and city dump, shall be retained for continuation of existing public services, and for ultimate conversion of sanitary landfill areas for industrial, residential or recreational uses.

The proposed zoning for Tract L is I-1, Heavy Industrial District, and I-2, Intermediate Industrial District. The general intent is to keep essential solid waste disposal facilities in service as long as necessary, but to convert the existing dump to a sanitary landfill operation, to screen this operation from I-91 and adjacent developable properties, and to eventually reclaim the land area now used as a dump for other purposes. The ultimate disposition, use and development of the city dump land area will be a matter for determination by the Court of Common Council at such time when an alternate solid waste disposal program is in effect or in preparation.

The permitted uses for Tract L shall be limited to existing public service uses until the Court of Common Council, acting upon recommendations of the Commission on the City Plan, decides upon alternate reuses for this tract.

b-11)

Tract I:

This tract, as defined on the Development Plan, Map No. 8, shall be retained as a land resource for future development, for industrial or residential purposes.

The proposed zoning for Tract M is
P- Public Property District.

The general intent is to preserve this tract in its present undeveloped state pending long range development. In order to accomplish this purpose, Tract M shall be subject to the following specific controls:

- 1) Dumping, filling or excavating operations shall not be permitted;
- 2) All trees with a trunk diameter of more than 6 inches shall be saved; all trees located within 200 feet of I-91 shall be saved;
- 3) Storage of demolition debris, solid waste, junked vehicles or similar materials shall not be permitted;
- 4) Construction of temporary sheds, shelters, or structures of any sort shall not be permitted.

Exceptions to the above controls shall be allowed only in the case of clear demonstration to the satisfaction of the Agency that such exception would not have an adverse effect on the overall development of the project.

The permitted uses shall be restricted to those indicated in the Zoning Ordinance for the P district, plus the limitations required by the specific controls for Tract M noted above. The ultimate disposition, use and development of Tract M shall be determined by the Court of Common Council, acting upon recommendations of the Commission on the City Plan; such determination shall be made in conjunction with consideration of alternate reuses for Tract L.

c. Rehabilitation controls for existing properties remaining in Project Area

The general intent is to bring existing properties remaining in the Project Area into conformance with the general provisions of this plan, particularly with regard to site improvements and signs..

The owners of properties designated tentatively not to be acquired will be required to consult with the Agency for a detailed indication of proposed improvements for each property. The owners of these properties may be required by the Agency to make certain necessary repairs or modifications to their buildings, including demolition of deteriorated or temporary structures or sheds, removal or modification of signs, or certain site improvements, such as landscaping and provision of paved driveways, parking and loading areas. They may also be required to sell or acquire

land from the Agency, if necessary in order to achieve reasonable boundary or site conditions consistent with maximum development of the Project Area.

2. Proposed Land Use Map

Refer to the rear of this plan for the proposed zoning & development plans, showing proposed land uses.

E. Description of types and locations of present and proposed streets, sidewalks, storm, sanitary and other utility facilities, and types and locations of other proposed site improvements

Refer to Section III B-2 above for a brief description of present streets and anticipated changes in the street system and related utilities. Refer to the maps attached to this Program Plan for a graphic description of proposed changes in streets, utilities and site improvements.

F. Statement of present and proposed zoning classifications and subdivision status of Project Area and areas adjacent to Project Area

The present zoning is I-2, Intermediate Industry District, for most of the Project Area with two exceptions: an I-1, Heavy Industry District, for the Public Works yard - city dump area, and C-1, Commercial-Wholesale District, on both sides of existing Weston Street near West Service Road.

The anticipated changes in the present zoning are shown graphically on the Proposed Zoning Map. The major changes are designations of the areas around the storm drainage reservoir and north of the dump as public Property or P-zones, and extension of the C-1 zone up to the new I-91 interchange on both sides of the highway.

The areas adjacent to the Project are now zoned C-1 and I-2 to the west and south (west of I-91), with FPF Flood Plain District to the north, east and south (east of I-91). No changes in zoning for adjacent areas are anticipated.

There are several subdivisions which have been approved and recorded for the North Meadows area, including: River Park Gardens, Terrace Gardens Hartford Gardens, Fox Press, etc. These subdivisions have been generally characterized by lack of development and by obsolete patterns of land use with small lots in separate ownership. The adjacent land areas are park, railroad, or flood plain, and therefore have no possibility of subdivision.

Subdivisions within the Project Area will be eliminated by the direct process of land acquisition and assembly by the Agency in accordance with this Plan.

1. Maps

a) Municipal Zoning Map

Refer to the Zoning Ordinance District Map enclosed in the folder attached to the rear of this application.

b) Map of present zoning in Project Area and adjacent area

Refer to the Existing Zoning Map attached to this Program Plan.

c) Map of proposed zoning in Project Area and adjacent area

Refer to the Proposed Zoning Map, attached to this Program Plan.

G. Marketability and proposed land use study

A study entitled Land Use and Marketability Study North Meadows Industrial Renewal Project - Hartford, Connecticut has been prepared as part of the consulting planning work by the firm of Hawmer, Greene, Siler Associates. The report, completed in May, 1970, presents recommendations for an appropriate development program for North Meadows.

1. Appraisal reports

Two sets of appraisals will be prepared, for each parcel to be acquired in the Project Area, prior to negotiations with property owners.

H. Other reports in support of above proposals

The following studies have been completed and were utilized by the staff in preparation of this Plan:

- 1) Report on Refuse Disposal Study. Part II by Havens and Emerson, Consulting Engineers, New York, New York and Cleveland, Ohio.
- 2) Planning Study, North Meadows by Henry N. Loomis and Associates Consulting Engineers, Avon, Connecticut.
- 3) Report on Soil and Foundation Investigation, North Meadows Project by Haley and Aldrich, Consulting Engineers, Cambridge, Mass.
- 4) Landscape Development Analysis, North Meadows Project by Johnson and Dee, Landscape Architects, Avon, Connecticut.

IV. RELOCATION PLAN

A. Schedules of families, individuals and businesses to be relocated

Refer to Attachment A at the rear of this plan for lists of families, individuals and businesses to be relocated from the Project Area. Family and individual relocation will be minimal because of the almost completely non-residential character of the area.

B. Proposals for relocation

Because of the diverse types of businesses to be displaced from the Project Area, relocation will involve special problems and procedures with each case being handled on an individual basis.

The Agency will be responsible for assisting all displaced business establishments and finding suitable facilities for relocation.

1. Resources for relocation

The Agency will use the resources of the Relocation Office to help carry out its responsibility of relocating any businesses displaced by development activities.

2. Assistance to relocatees

Relocation of business establishments will be carried out in terms of the following four point program:

1. The Relocation Office will conduct a survey to determine the relocation needs of individual business establishments located in the Project Area.
2. The Relocation Office will analyze the findings of the survey and will seek solutions to individual relocation problems on the basis of these findings.
3. The Relocation Office will bring individual business operators together with local financial and real estate experts or other appropriate persons in an effort to facilitate solutions for individual relocation needs.
4. A listing of suitable properties within the City of Hartford will be compiled by the Relocation Office on the basis of information supplied by realtors, city agencies and others, and will be made available to business relocatees.

Financial assistance for business relocation will also be available, subject to maximum limitations in accordance with State Standards.

V. FINANCING PLAN

The North Meadows Project will be financed by a combination of State and City funds. The City of Hartford's share has been assured by the approval, in November 1967, of a bond ordinance in the amount of \$3,890,000 for development of the North Meadows Area. Application for additional funds in the amount of \$161,062 for a Planning Grant was submitted to the Department of Community Affairs in September 1968 and authorized in November, 1968. It is anticipated that the State will contribute fifty percent of the net project cost.

VI. ADMINISTRATIVE PLAN

Upon approval of the development plan by the necessary planning and legislative bodies, following public hearings in accordance with the provisions of Section 4 of Public Act 505, and after authorization by the Connecticut Development Commission, the Agency will act to administer and execute this Project with a program of land acquisition, site clearance and demolition, site improvement and land disposition activities, as described under Section III above.

The time schedule for execution activities will be subject to detailed PERT analysis and will be carefully coordinated with the approved State plans for the widening of I-91. Subject to future revision if necessary, the overall estimated time for execution of the project is eight years.

The duration of project controls stated in this plan, or any modification, will be in effect for a period of thirty years, commencing from date of approval of this plan by

the Court of Common Council of the City of Hartford.

This plan may be modified at any time by the Agency. If it is modified after the lease or sale of real property, the modification must be consented to by the developers or owners of such real property directly affected by the proposed modifications. Where the proposed modification will substantially change the plan, the modification must also be approved by the Court of Common Council.

VII. FINDINGS OF FACT TO ESTABLISH ELIGIBILITY OF THE PROJECT

- (A) Whereas, the land within the project area will be used principally for industrial or business purposes;
- (B) The Plan is in accordance with the plan of development of the municipality adopted by its Planning Commission and the plan of development of the regional Planning agency, for the region within which the municipality is located;
- (C) The plan is not inimical to any state-wide planning program objectives of the Connecticut Interregional Planning Program;
- (D) The project will contribute to the economic welfare of the municipality and the State;
- (E) It is found that public action under Public Act 760, 1967 Regular Session, is required to carry out and administer the project.

ATTACHMENT A

RELOCATION PLAN SCHEDULES

Schedules of families, individuals and businesses to be relocated
by size and income

There is one family and one individual now living in the North Meadows area, who will need to be relocated:

- | <u>Name</u> | <u>Address</u> |
|-------------------|----------------------------------|
| 1) John E. Sawn, | Majorat Street (off Fishfry St.) |
| 2) Joseph D'Ambra | "A" Street (21W. Service Rd.) |

The schedule of businesses which will be relocated or displaced because of incompatible uses or as a result of changes in the street system affecting these properties is as follows:

<u>Name</u>	<u>Address</u>
Bulter Bros. Texaco Station	35 Service Road (West Branch)
Herring's Gulf Service	Service Road (West Branch)
Russo Brothers Inc., "Morgan" Contractors	61 Service Road (West Branch)
American Tractor Trailor Training, Inc.	Service Road (West Branch)
General Cinema Corp.	Service Road (West Branch)
Meadows Family Drive-In Theater	Service Road (West Branch)
Franklin Auto Glass	Fishfry Street
City Auto Parts, Inc.	Fishfry Street

The list of businesses which are tentatively scheduled for relocation, as a result of proposed actions by the State Highway Department in widening I-91, is as follows:

<u>Name</u>	<u>Address</u>
Reliable Electric Motor, Inc.	122 Service Road (East Branch)
Hartford Auto Radiator Supply	130 Service Road (East Branch)
Federal Pacific & Electric Co.	130 Service Road (East Branch)
Picker X-Ray	130 Service Road (East Branch)
Castro Convertibles	130 Service Road (East Branch)
Lark Steven's	130 Service Road (East Branch)
Cody Bros. Loom Pile	130 Service Road (East Branch)
H & T. Auto Repairs	142 Service Road (East Branch)
Laragy Foundry, Inc.	160 R Service Road (E. Branch)
Homelite Pump Line.	164 Service Road (East Branch)
Malone & Sons Meats	170 Service Road (East Branch)
Robert J. Goodwin, Bus Service	210 Service Road (East Branch)
Leibert Corp.	Incinerator Road
Industrial Equipment Co.	2 Service Road (East Branch)
ALSCC	15 Incinerator Road
Connecticut Blacktop, Inc.	138 Service Road (East Branch)
Charter Oak Auto Parts	Service Road (East Branch)
Bert's Auto Parts	Service Road (East Branch)
Carpet Outlet	Service Road (East Branch.)

ATTACHMENT 3Breakdown of Existing and Proposed Land Uses North Meadows

Total Project Area

774.57 acres

1. Existing Land Use and/or Ownership

Streets	57.20 acres
I-91	33.49 acres
Dike	76.15 acres

Railroad property	90.42 acres
Public property	

City owned (major parcels only)
 a) Public works yard, city dump
 and adjacent areas

141.00 acres
31.15
<u>172.15</u> acres

State owned (parcels 5-3 & 7-7b only) 10.32

Federally owned (F.O. site)
 Subtotal of public property
 (city, state & federal-- major parcels only)

Other Property (miscellaneous private & public ownership)
 West of I-91
 East of I-91

22.47
<u>204.94</u> acres

2. Proposed Land Use and/or Ownership (approximate areas)

Streets	56.91 acres
I-91	84.42
Dike	76.15

Railroad property	54.32
Public property	

City owned
 a) Public work yard, incinerator
 and adjacent areas

109.40
35.51*

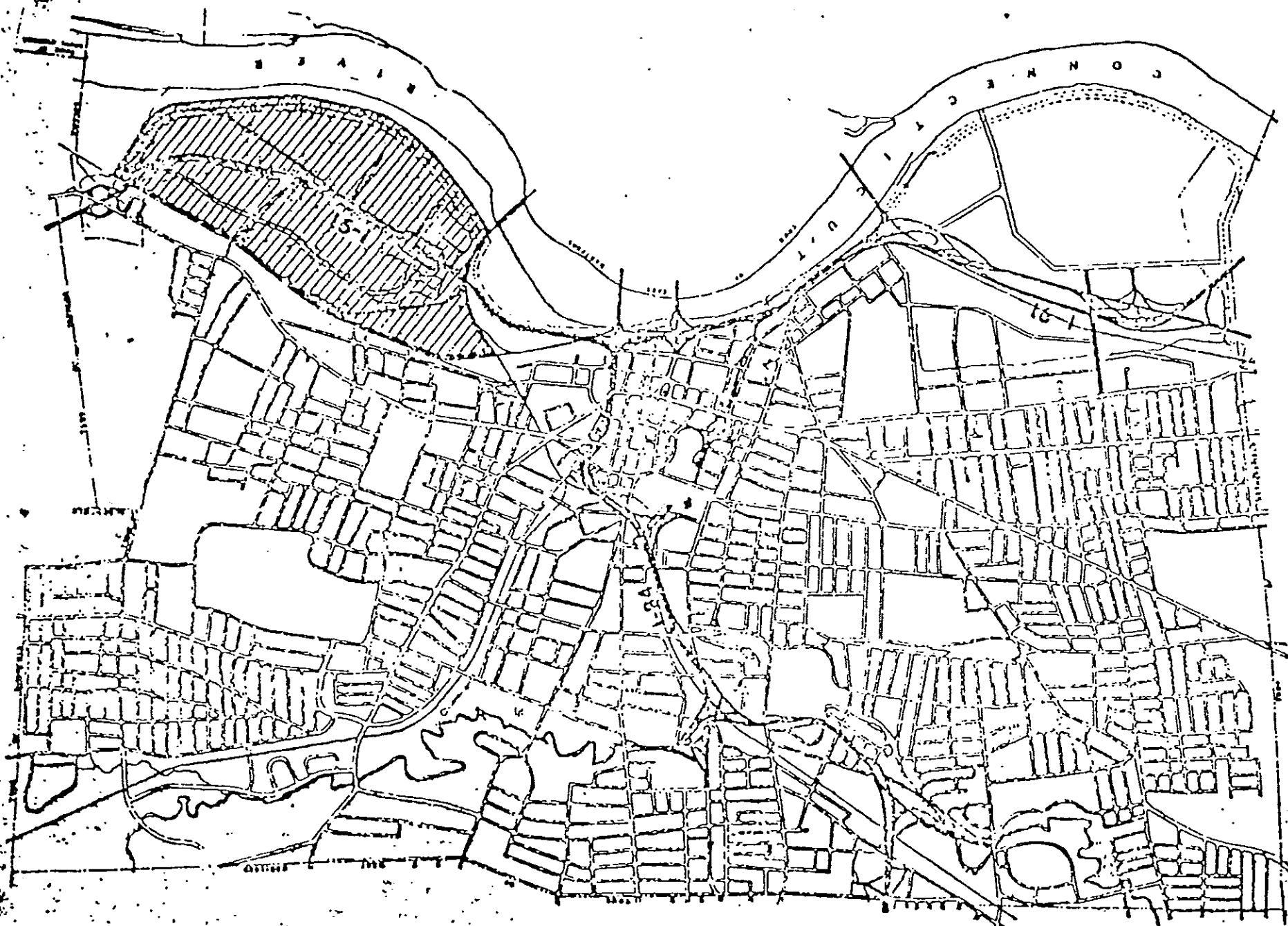
State owned (parcel 7-7b only)
 Federally owned (F.O. site)

5.65
25.34
<u>Subtotal</u> 446.70 acres

Other property

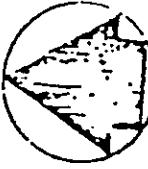
<u>Block or Area</u>	<u>To be Acquired</u>	<u>Not to be acquired</u>	<u>Block Total</u>
<u>West of I-91</u>			
<u>A (not incl. P.C. site, listed above)</u>	28.83	21.16	49.99
B	15.22	-	15.22
C	38.92	3.39	42.31
D	13.50	14.15	28.05
E	33.30	2.29	35.59
F	25.36	14.89	40.25
G	18.16	22.71	40.85
<u>East of I-91</u>			
H	12.13	-	12.13
I	36.76	*	36.76
J (storm drain reservoir area noted above)	*	*	*
K (not including state owned parcel 7-7b)	25.70	-	25.70
Subtotals	248.28	<u>78.55</u>	<u>326.87</u>
Total AREA			774.57

* includes properties-----, TOTAL AREA



NORTH MEADOWS PROJECT
LOCALITY MAP

HARTFORD REDEVELOPMENT AGENCY HARTFORD, CONNECTICUT
MAP NO. 1



NORTH MEADOWS PROJECT
BOUNDARY DESCRIPTION

MAP NO. ②

HARTFORD REDEVELOPMENT AGENCY

HARTFORD, CONNECTICUT

PROJECT AREA
774.03 ACRES

NORTH MEADOWS

LAND USE
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
RECREATIONAL
AGRICULTURAL

NORTH MEADOWS PROJECT

MAP NO. 3

EXISTING LAND USE

RESIDENTIAL

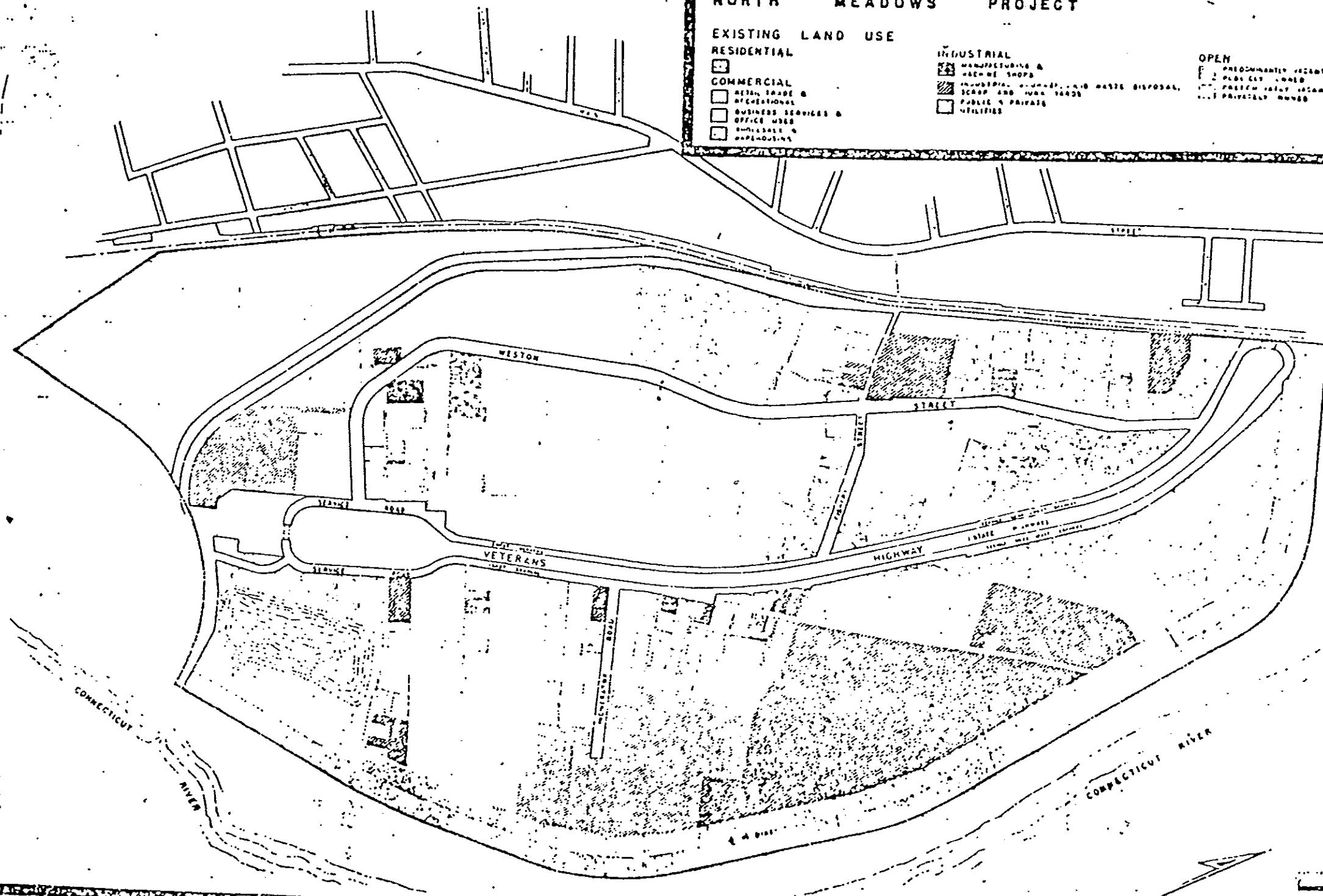
- RESIDENTIAL
- RETAIL TRADE & COMMERCIAL
- EDUCATIONAL
- BUSINESS SERVICES & OFFICE USES
- INDUSTRIAL & MANUFACTURING

INDUSTRIAL

- MANUFACTURING & RETAIL TRADE
- INDUSTRIAL WASTE & SOLID WASTE DISPOSAL
- PUBLIC & PRIVATE UTILITIES

OPEN

- PREDOMINANTLY AGRICULTURAL LAND
- PUBLIC LAND
- FEDERAL, STATE, COUNTY UNDEVELOPED LAND
- PRIVATELY OWNED



NORTH MEADOWS PROJECT
STREET AND HIGHWAY CHANGES (TENTATIVE)

MAP NO. 4

— Existing streets & highways to remain, and proposed

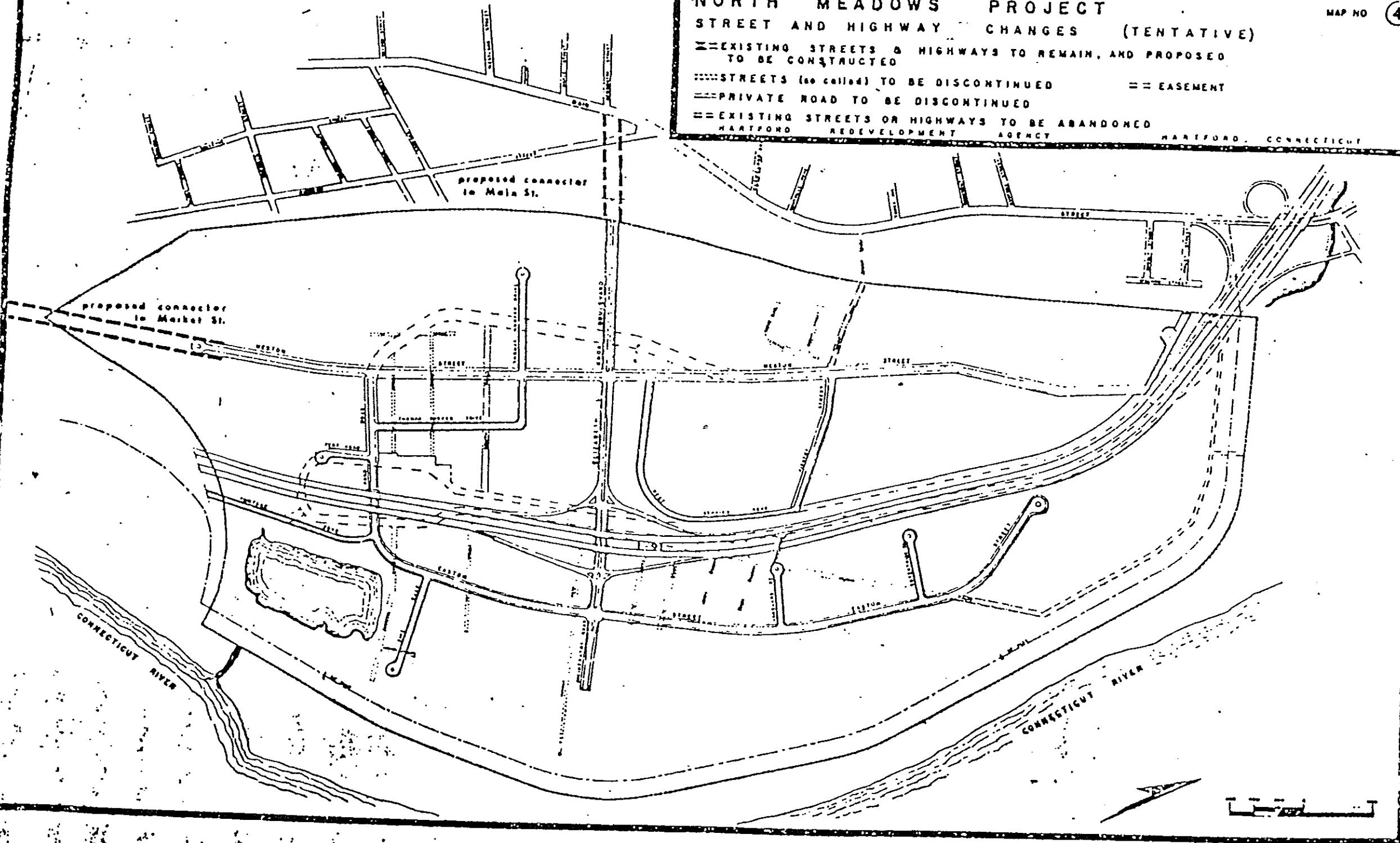
- - - Streets (as called) to be discontinued

- - - Private road to be discontinued

- - - Existing streets or highways to be abandoned

HARTFORD REDEVELOPMENT AGENCY

HARTFORD, CONNECTICUT



MEADOWS PROJECT

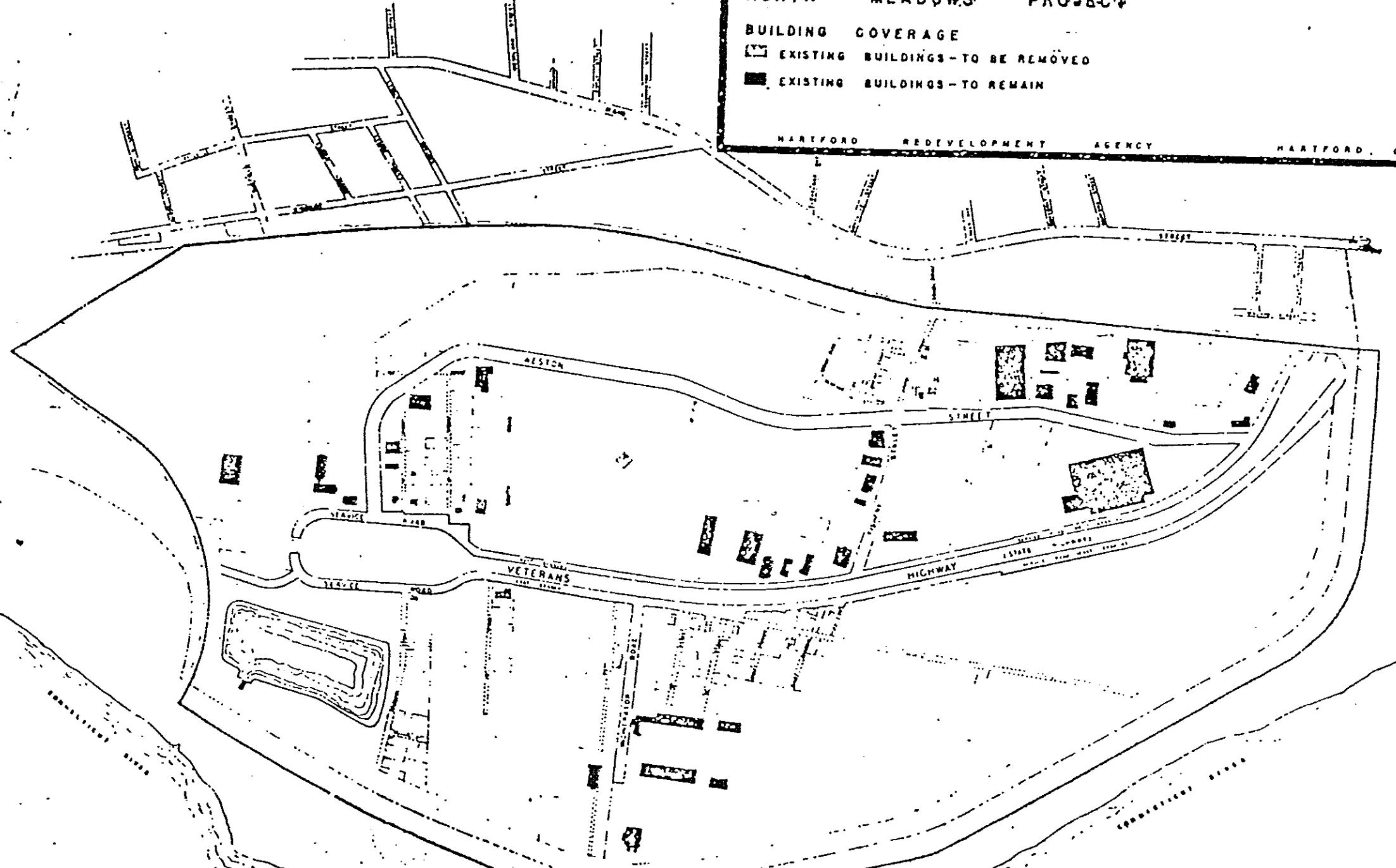
MAP NO.

(5)

BUILDING COVERAGE
X EXISTING BUILDINGS - TO BE REMOVED
■ EXISTING BUILDINGS - TO REMAIN

HARTFORD REDEVELOPMENT AGENCY

HARTFORD, CONNECTICUT



NORTH MEADOWS PROJECT

MAP NO. 6

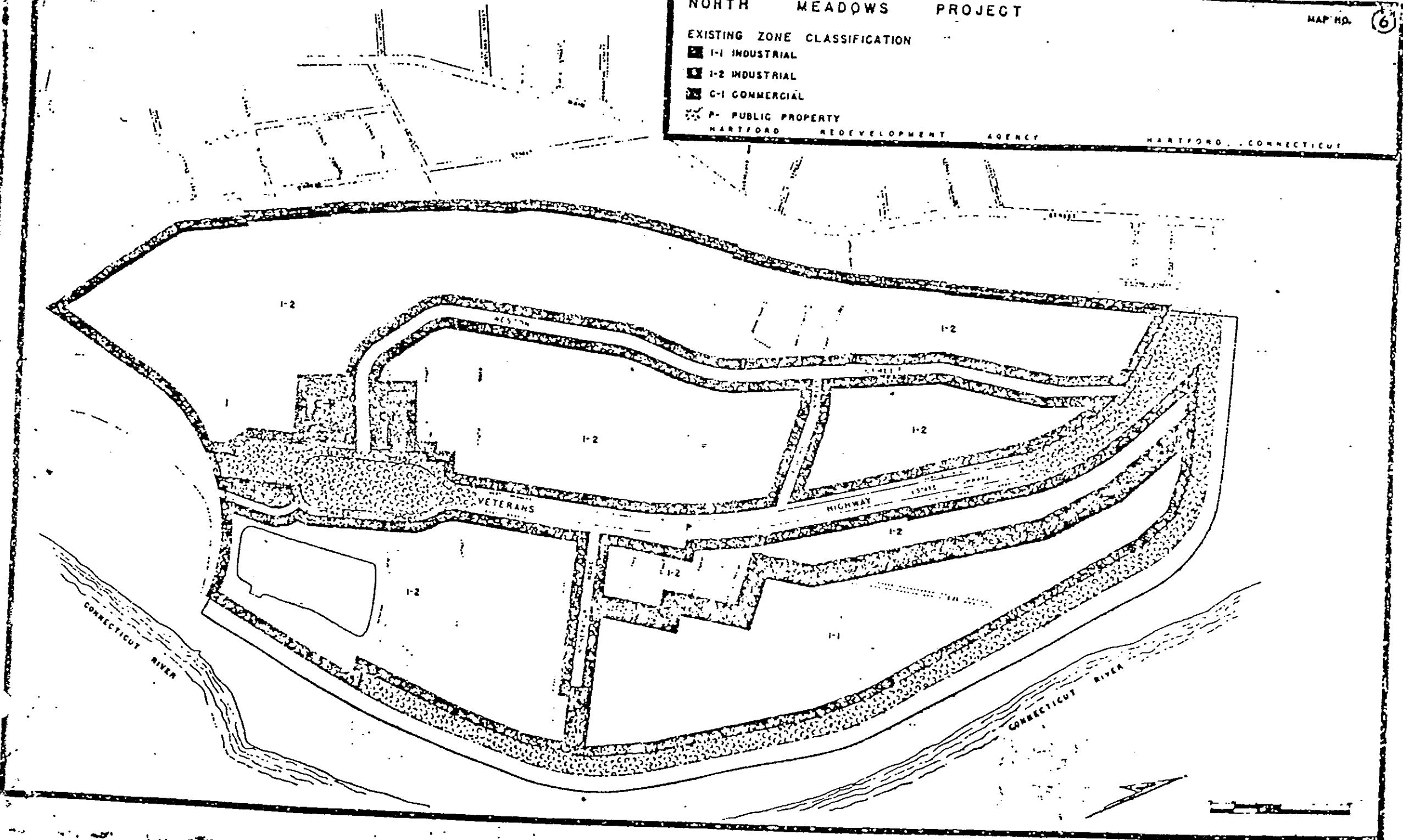
EXISTING ZONE CLASSIFICATION

- I-1 INDUSTRIAL
- I-2 INDUSTRIAL
- C-I COMMERCIAL

P- PUBLIC PROPERTY

HARTFORD REDEVELOPMENT AGENCY

HARTFORD, CONNECTICUT



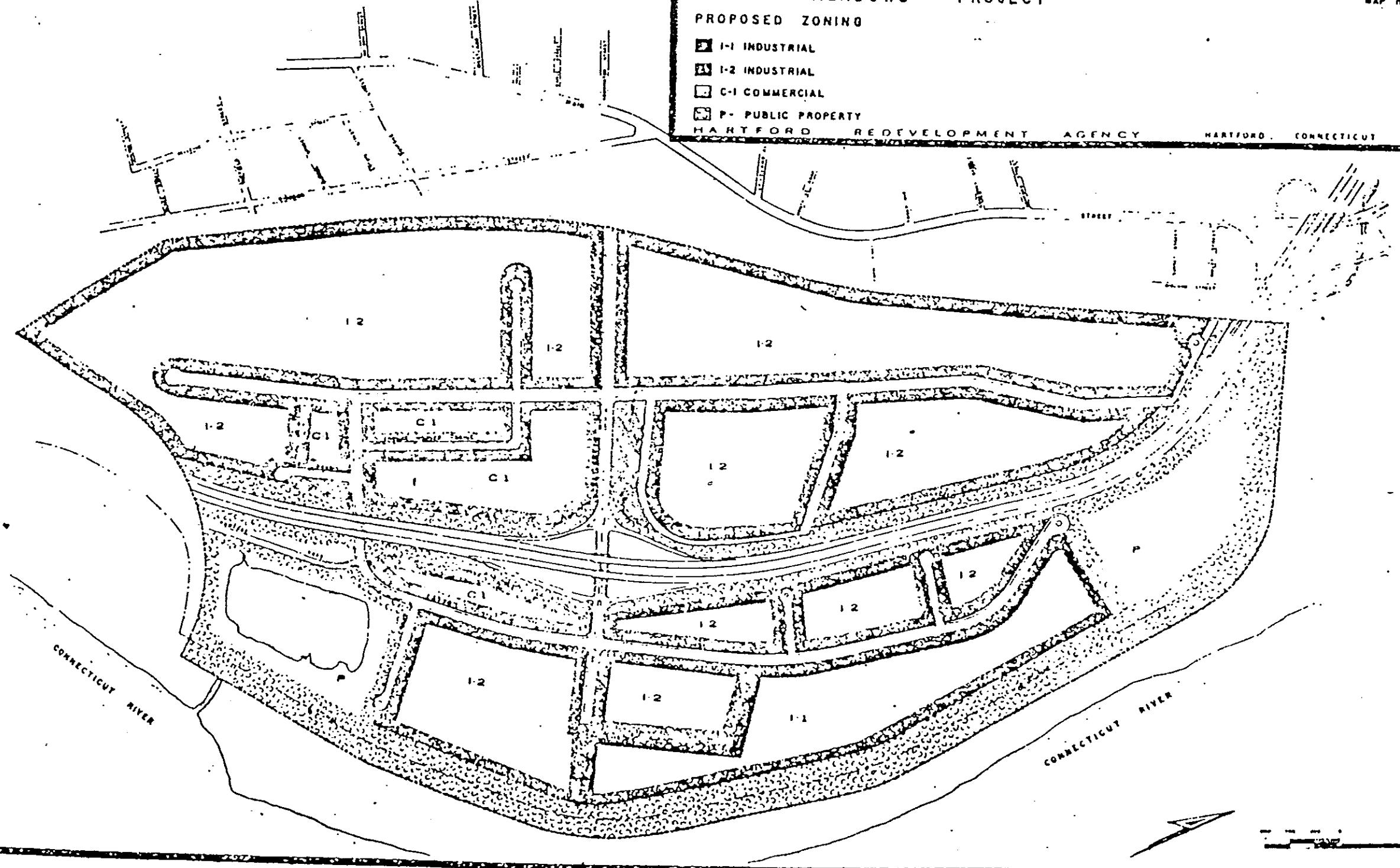
HARBOURS PROJECT

PROPOSED ZONING

- I-1 INDUSTRIAL
- I-2 INDUSTRIAL
- C-1 COMMERCIAL
- P- PUBLIC PROPERTY

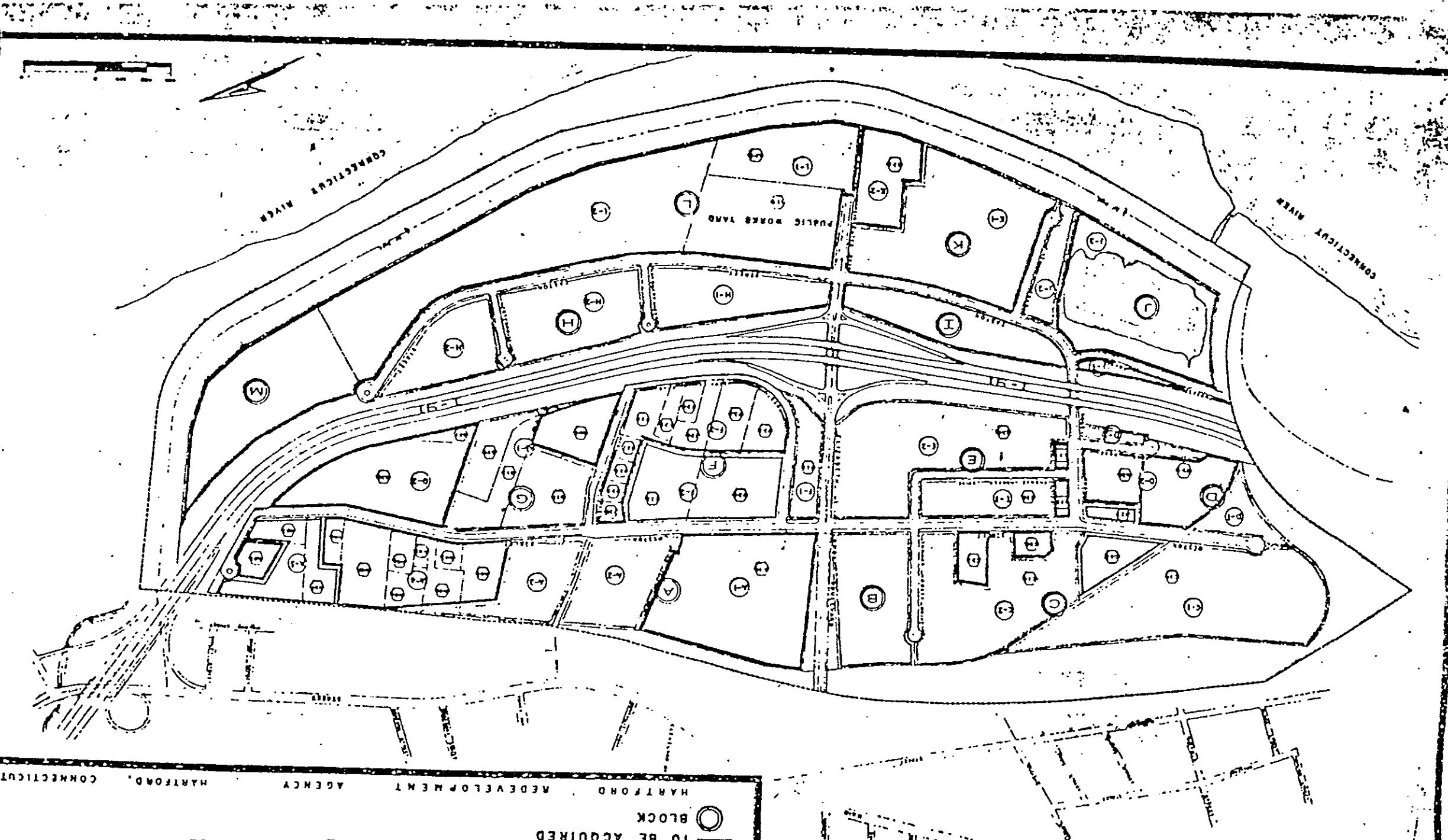
HARTFORD REDEVELOPMENT AGENCY

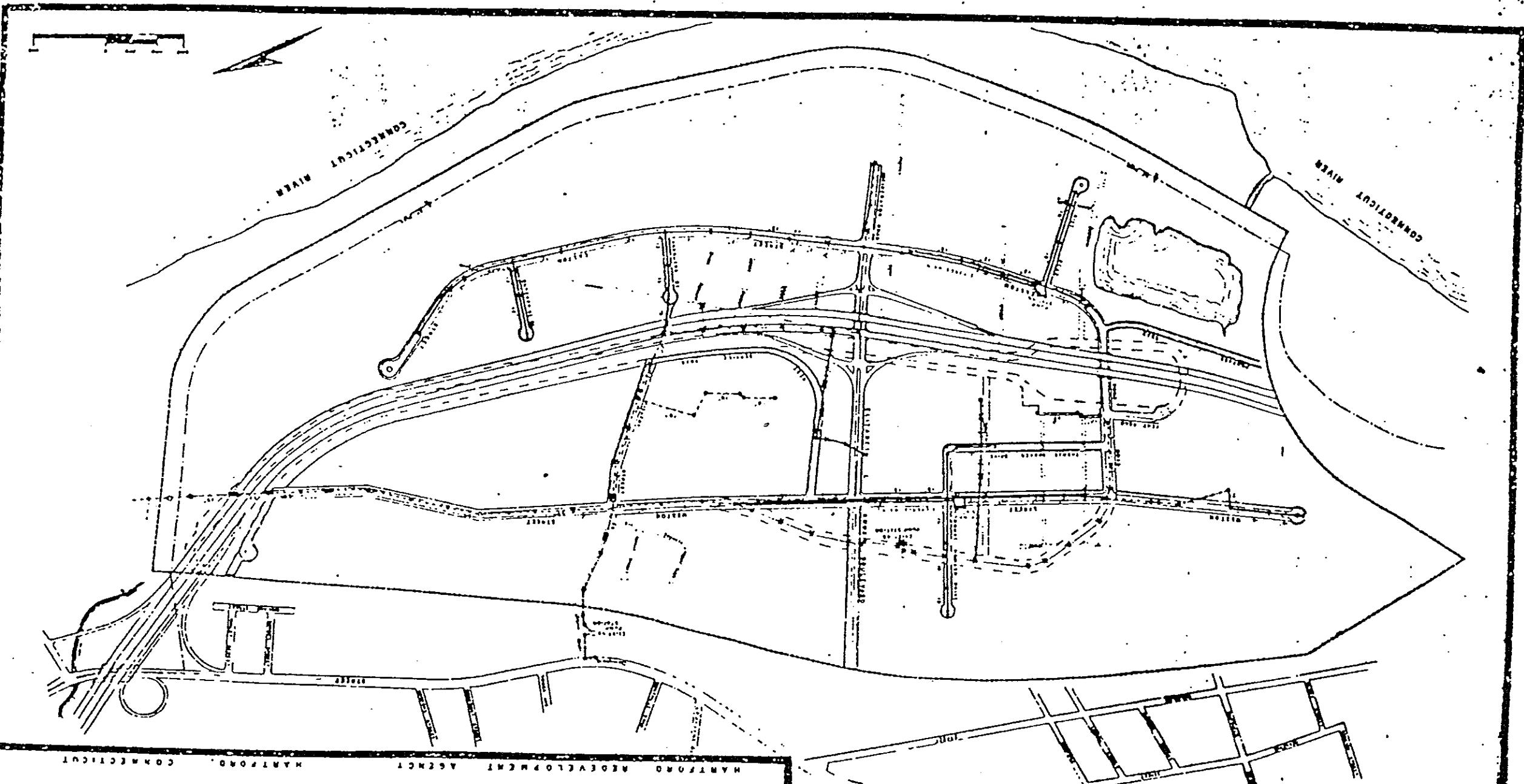
HARTFORD, CONNECTICUT



NORTH MEADOWS PROJECT		DEVELOPMENT PLAN	NOT TO BE ACQUIRED	TRYAC	TO BE ACQUIRED	REUSE PARCEL	BLOCK	HARFORD DEVELOPMENT AGENCY HARFORD CONNECTICUT

MAP NO. 8





EXISTING AND PROPOSED SANITARY SEWERS

- EXISTING SEWER TO REMAIN
- EXISTING SEWER TO BE ABANDONED
- PROPOSED SEWER

PRIVATE SEWER CONNECTION - CAPPED OFF

PRIVATE SEWER CONNECTION - ACTIVE

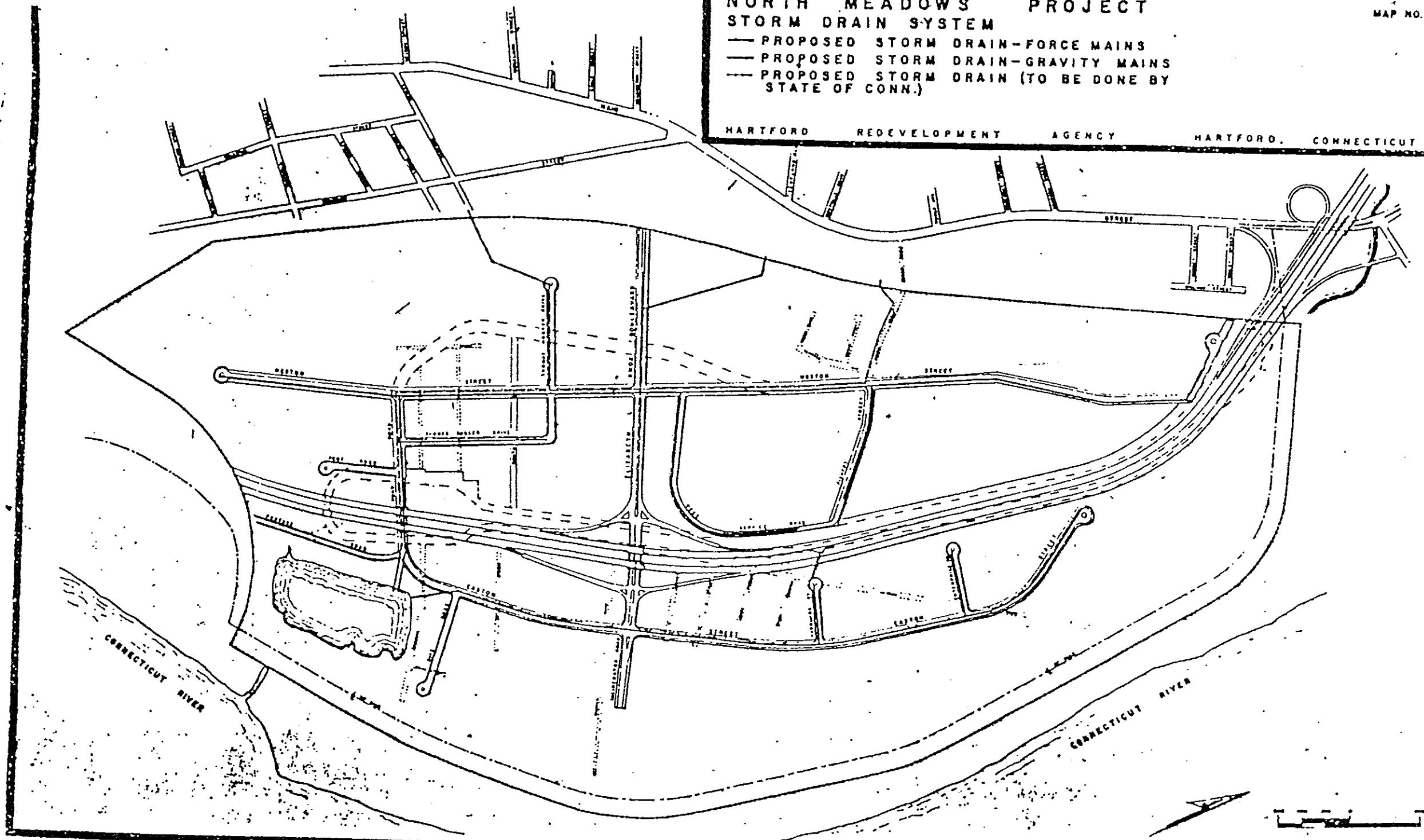
NORTH MEADOWS PROJECT

STORM DRAIN SYSTEM

- PROPOSED STORM DRAIN - FORCE MAINS
- PROPOSED STORM DRAIN - GRAVITY MAINS
- - - PROPOSED STORM DRAIN (TO BE DONE BY STATE OF CONN.)

HARTFORD REDEVELOPMENT AGENCY

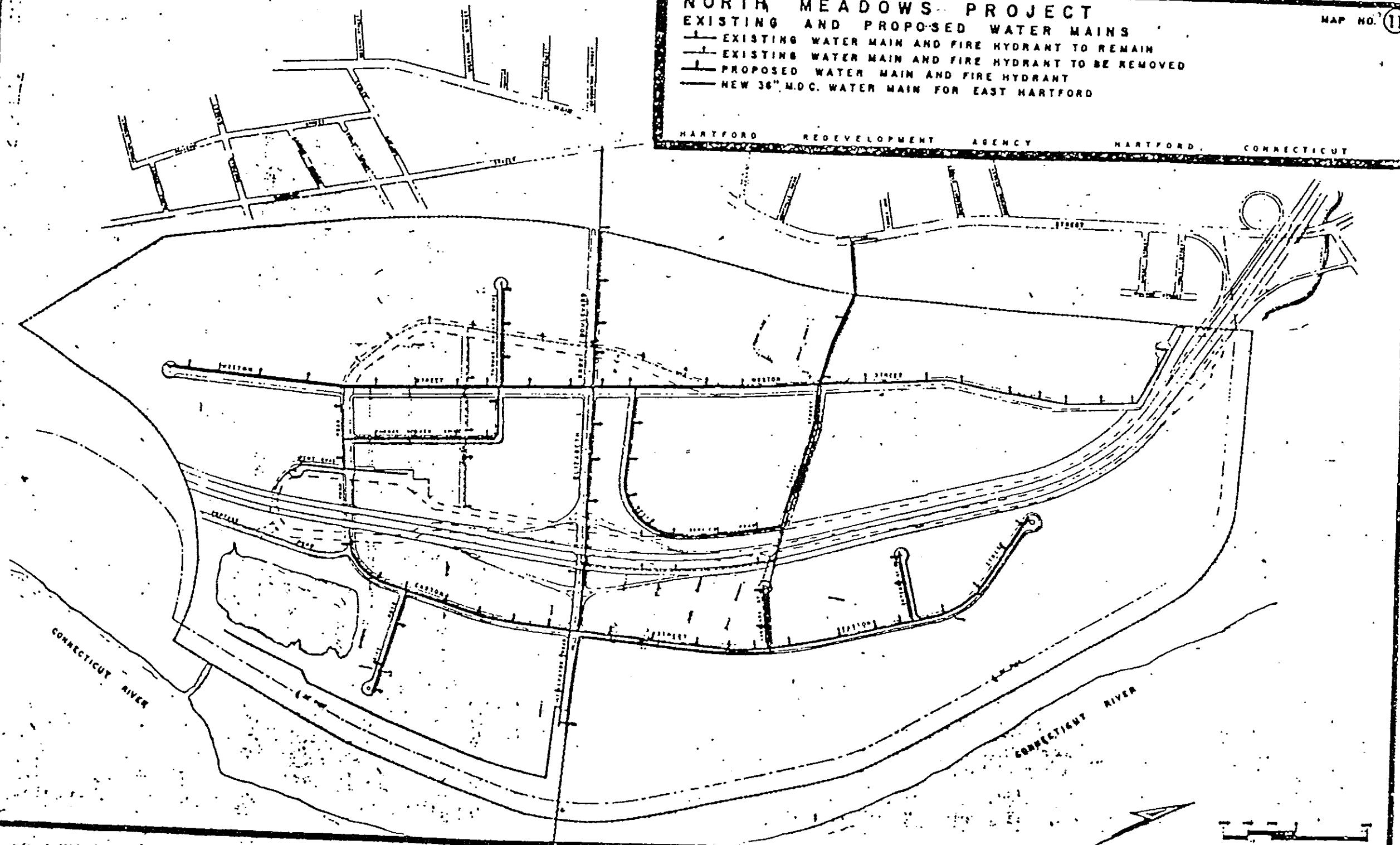
HARTFORD, CONNECTICUT



NORTH MEADOWS PROJECT

EXISTING AND PROPOSED WATER MAINS
— EXISTING WATER MAIN AND FIRE HYDRANT TO REMAIN
— EXISTING WATER MAIN AND FIRE HYDRANT TO BE REMOVED
— PROPOSED WATER MAIN AND FIRE HYDRANT
— NEW 36" M.O.C. WATER MAIN FOR EAST HARTFORD

HARTFORD REDEVELOPMENT AGENCY HARTFORD, CONNECTICUT



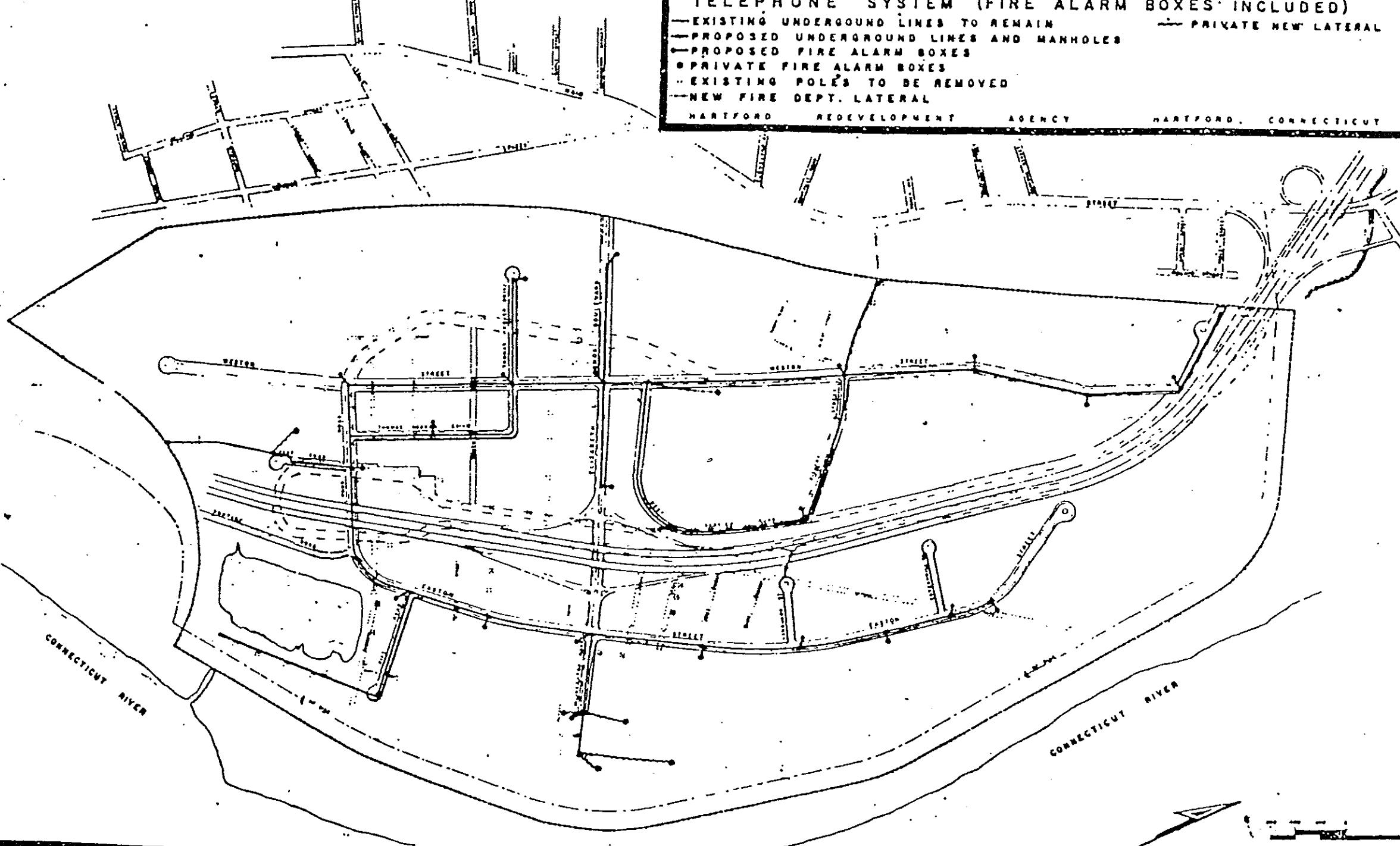
TELEPHONE SYSTEM (FIRE ALARM BOXES INCLUDED)

- EXISTING UNDERGROUND LINES TO REMAIN
- PROPOSED UNDERGROUND LINES AND MANHOLES
- PROPOSED FIRE ALARM BOXES
- PRIVATE FIRE ALARM BOXES
- EXISTING POLES TO BE REMOVED
- NEW FIRE DEPT. LATERAL

PRIVATE NEW LATERAL

HARTFORD REDEVELOPMENT AGENCY

HARTFORD, CONNECTICUT



NORTH MEADOWS PROJECT
EXISTING AND PROPOSED GAS MAINS

- EXISTING GAS MAIN TO REMAIN
- PROPOSED GAS MAIN
- EXISTING LINES TO BE ABANDONED

MAP NO.

14

HARTFORD REDEVELOPMENT AGENCY

HARTFORD, CONNECTICUT

